



# THE NAVY SUPPLY CORPS Newsletter

Spring 2018



NAVAL SUPPLY SYSTEMS COMMAND

***Readiness.  
Responsiveness.***

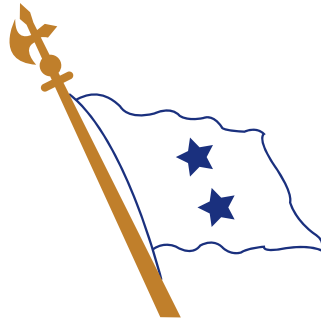




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## A Message from the Chief of Supply Corps

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As our Navy adapts to a faster-paced, more complex, and increasingly competitive security environment, Naval Supply Systems Command (NAVSUP) is lockstep and reforming...changing. This newsletter issue focuses on how we are reforming to meet the fleet's changing needs, and ensure mission success.

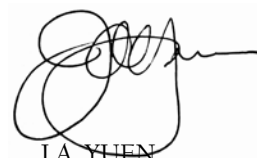
Driving our reform initiative is a desire to align closer with our customers, to help them get what they need quicker and with better effectiveness. Our mission is to enable the customer's mission. As a Navy command, NAVSUP is best positioned to understand the customers' world as our own, providing close collaboration and customer-focused metrics.

Reasserting NAVSUP's role as the Navy's Title 10 leader for supply chain management is a core element of our reform initiative. NAVSUP is the single point of accountability for the integrated Navy supply chain, and we must ensure our processes are audit compliant.

Digitization and using technology to improve forecasting and business processes is a substantial change for the Navy. NAVSUP is focused on digital-age customer service and keeping our organizational capabilities ahead of technological advancements. This will provide the enhanced agility and customer service our Navy and Joint warfighters need.

This newsletter issue also includes a series of Navy postal system articles from our NAVSUP Fleet Logistics Center Navy Regional Mail Centers. Our postal service is a vital element of NAVSUP's fleet support, helping maintain readiness and mission success with critical parts and supplies delivered by mail. Military postal operations also provide a vital quality-of-life element for our Sailors, family members and civilian employees around the world. We all know how awesome the words "mail call" are to a deployed service member. The importance of getting mail from home can't be overstated, and making sure our members' mail makes it back to their families is equally important.

The NAVSUP and Supply Corps team continues to sustain the fleet today, plans for tomorrow, and is always ready for sea. Thank you for all your hard work.



J.A. YUEN  
RADM, SC, USN



## NEWS FROM THE Command Master Chief

Team Supply,

Congratulations to NAVSUP Sailors of the Year Logistics Specialist 1st Class Thomas E. Allen of NAVSUP Fleet Logistics Center (FLC) Norfolk, and Logistics Specialist 1st Class Melinda K. McMath from Naval Reserve unit NAVSUP FLC Sigonella. I also want to take the opportunity to say congratulations to all the Sailors who earned Sailor of the Year honors across the fleet.

In this issue of the Newsletter, we are focusing on our global postal operations and the impact it has in providing products, services, and how important mail is to crew morale. This feature gives us a chance to see how our supply enlisted ratings support this critical function throughout the fleet.

Almost 10 years ago we integrated the Storekeeper and Postal Clerk ratings into the Logistic Specialist (LS) rating, who now serve in the postal role around the fleet.

Today, not only do we see our LSs mastering key postal roles at our Fleet Mail Centers, Ship's Serviceman (SH) are also taking on Postal Clerk duties onboard the Navy's newest ships—the Zumwalt class. Today, SHs share the postal duties and responsibilities with LSs, and can also serve as Independent Duty Postal Clerk Navy Enlisted Classification.

As we move forward in 2018, let us continue to focus on being “Brilliant on the Basics,” and keep in mind the importance of what each of us does in supporting the Joint warfighter. Our jobs are critical in sustaining the mission. We should never lose sight of this regardless of where we serve.

Lead with character and competence!

CMDCM (SW/AW) THADDEUS T. WRIGHT, USN  
MASTER CHIEF PETTY OFFICER OF THE SUPPLY COMMUNITY  
NAVAL SUPPLY SYSTEMS COMMAND

# NEWSLETTER

Spring 2018

**Rear Adm. Jonathan A. Yuen,**  
**SC, USN**  
**Commander**

**Naval Supply Systems Command  
and Chief of Supply Corps**

**Mr. Mike Madden**  
**Vice Commander**  
**Naval Supply Systems Command**

**Capt. Mark Rice, SC, USN**  
**Chief of Staff**  
**Naval Supply Systems Command**

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#### Editorial Staff

JANICE DERK

*Publisher*

KATHY ADAMS

MATTHEW MORRISON

*Editors*

# NAVSUP Commander Shares His Thoughts on the Way Ahead

**Editor's note:** *The Navy Supply Corps Newsletter recently had a conversation with Rear Adm. Jonathan Yuen, Commander, Naval Supply Systems Command and Chief of Supply Corps, about the way ahead for NAVSUP and the Supply Corps.*

**Newsletter:** *How does NAVSUP's path ahead align with the National Security Strategy?*

**Rear Adm. Yuen:** The National Security Strategy is focused on increasing the lethality of our armed forces, and NAVSUP's path ahead is designed to emphasize how we leverage our talents and skills to improve readiness and make Navy more lethal. It is the realigned structure and adaptability of NAVSUP and our supply community that allows us to overcome challenges, provide solutions and deliver to our customer.

**Newsletter:** *What changes will NAVSUP go through in the coming year?*

**Rear Adm. Yuen:** We are looking at how we can work even more closely with our customers and be their single point customer interface to Department of Defense resources and industry. This will manifest as NAVSUP teams are based at naval shipyards and aviation fleet readiness centers (FRCs) to help; with establishment of customer focused metrics; and with more decentralized, tailored supply chains that are improving naval lethality and readiness.

**Newsletter:** *Can you describe NAVSUP's critical role in the Navy's Title 10 man, train, and equip mission?*

**Rear Adm. Yuen:** NAVSUP is Navy's lead supply chain integrator, providing spare and repair parts, logistics services, and quality-of-life services to naval units. NAVSUP is also responsible to coordinate Navy weapon system life cycle support and other requirements and efforts to ensure Navy logistics support needs are met effectively and efficiently.

**Newsletter:** *As the lead supply support provider for the Navy, how will reforming NAVSUP benefit the warfighter and the Navy?*

**Rear Adm. Yuen:** NAVSUP is re-focusing its efforts on how we support our customers. In the case of the naval shipyards, the position of NAVSUP teams will help their mission of getting ships and submarines through overhauls on time and on budget. In the FRCs, we are also planning to integrate on-site NAVSUP teams to further tailor the supply support we provide and improve naval aviation readiness.

**Newsletter:** *How will these changes affect the supply chain and how NAVSUP manages it?*

**Rear Adm. Yuen:** NAVSUP has always worked closely with our customers. We believe we can work even closer together. We are also teaming with our customers to improve data flow and sharing to reduce variability and unpredictability in the supply chain.

**Newsletter:** *Describe how these changes will affect the Navy Supply Team (civilians, Supply Corps officers, enlisted ratings)?*

**Rear Adm. Yuen:** Our team is used to working closely with our customers, so I don't see a significant change there. I do see us working to reach a further level of integration with our customers that will give our civilian and military team a great opportunity to improve Navy readiness and support the warfighter.

**Newsletter:** *Please share with our readers what new technology and metrics NAVSUP will be focusing on during this reform?*

**Rear Adm. Yuen:** There are many exciting things going on in the metrics area. NAVSUP has been working with other Navy stakeholders to develop Navy Business Intelligence Services (NBIS), an enterprise data analytics platform, which enables Navy audit and improved supply chain performance. NAVSUP is also working a number of digital efforts

focused on readiness with the OPNAV Digital Warfare Office (DWO). We are also developing customer focused metrics to sharpen Navy readiness and the supply chain.

**Newsletter:** *What is being "digital" and how does it fit within NAVSUP's future?*

**Rear Adm. Yuen:** Being "digital" at NAVSUP means that we are using automation and data to understand our customer needs, to respond and anticipate and more accurately match them to supply and inventory. This automation and data will bring end-to-end visibility in supply chain to attain an even higher level of performance. NAVSUP is embracing "digital" through both Navywide DWO projects as well as some internal projects focused on our core business.

**Newsletter:** *What is the future of the Supply Corps?*

**Rear Adm. Yuen:** Throughout its 223-year history, the Supply Corps has prided itself on serving as an integral part of the Navy's operational forces, and I am confident that our role, serving shoulder to shoulder with the warfighters, will not change. Our people will continue to be our greatest strength, as the Supply Corps grows and develops the Navy's current and future naval logistics leaders.

NAVSUP and the Supply Corps' success is driven by the integrated efforts of every member of our team, military and civilian. With our culture of inclusion that draws on our diverse skills and experiences, we will continue to train and mentor our people and the next generation of leaders. Ensuring our operational readiness, we will continue to deliver mission success for our Navy and nation. 🌟





# READINESS. RESPONSIVENESS.



NAVAL SUPPLY SYSTEMS COMMAND





# Our Vision



## End-to-End Accountability

NAVSUP is the single point of accountability for Navy's integrated supply chain.



## Supplier Integration

We integrate from program manager to supplier to customer. We are the gold standard in contracting excellence.



## Enhanced Agility and Customer Service

Data analytics and new digital technology are key enablers throughout all programs and processes.



## Customer Service

We are Navy and understand our customer's needs as our own. We closely collaborate with customers and use customer-focused metrics.



## Promise to the Next Generation

We foster a culture of excellence that develops and trains the next generation of supply chain leaders.

NAVSUP is committed to driving increased lethality for our forces.

We promise to provide quality supplies, timely delivery, and superior service to the Navy and Joint Warfighter.

To this end, we will measure our success by working to deliver:

- Substantial improvement in critical customer satisfaction metrics; and
- Five point increase in readiness for critical weapon systems

We are employing and engaging world-class experts with diverse backgrounds in undergoing supply chain transformation and developing tailored solutions to better serve our colleagues.

NAVSUP is uniquely positioned to integrate all elements of the DoD supply chain into a comprehensive and tailored solution to meet the full requirement for the Navy.



## **NAVSUP Civilians Focus on Mission Success and Supply Chain Reform**

By Benjamin Benson, Naval Supply System Command  
Office of Corporate Communications

**N**aval Supply System Command's (NAVSUP) first-ever Senior Civilian Leadership Symposium focused on empowering the command's civilian workforce to reform supply chain services and drive mission success.

"Our civilians are NAVSUP's consistent and dependable core of our global workforce," said NAVSUP Commander Rear Adm. Jonathan A. Yuen. "As we refine our processes to better apply resources to focus on Navy readiness and lethality, our senior civilian leaders are central to achieving mission success."

Held at the National Conference Center, Leesburg, Virginia, the two-day event included more than 130 senior civilians from across NAVSUP's worldwide Enterprise. Gaining understanding and alignment for reform and supply chain transformation was the focus of the event.

NAVSUP Vice Commander Michael T. Madden, the command's most senior civilian,





set the strategic stage by providing the participants an understanding of the current thinking inside the Navy and Defense Department's leadership. "Understanding what our senior leaders require, and completely aligning is key as we move forward and reform," said Madden.

The senior civilian leaders gained insights into NAVSUP's role with perspectives provided by the Office of the Chief of Naval Operations; U.S. Fleet Forces Command; the Office of the Assistant Secretary of the Navy for Research, Development and Acquisition; NAVSUP Weapon Systems Support; and NAVSUP Fleet Logistics Centers. Presentations on the supply business and initiatives provided additional insights.

Deputy Chief of Naval Operations for Fleet Readiness and Logistics Vice Adm. Dixon R. Smith told the participants, "what you do is hard. One of your responsibilities as leaders of NAVSUP is to put yourselves in

the shoes of your customers so they have the information they need to help them help you."

A major focus was NAVSUP's reform and supply chain transformation. "Reform is the foundation for our competitive edge. It's about change, not just efficiencies," said Rear Adm. Yuen. "We have been tasked to refine our processes to better apply resources to improve the quality and productivity of the support we provide. Barnacles underneath the ship represent our bureaucracy. From the surface we cannot see what is slowing us down. Sometimes we need to scrape them off."

Despite NAVSUP capabilities, the Navy's unique operating environment demands continued change, and NAVSUP is reforming to adapt. The participants learned how NAVSUP is optimally positioned to support its customers through these demands. Employing and engaging world-class experts with diverse backgrounds, the command is undergoing supply chain transformation, and

developing tailored solutions to better serve our programs engaged in life cycle support and the fleet.

The reform initiative centers around NAVSUP reasserting itself as the Title 10 leader for supply chain management for the Navy. NAVSUP is the single point of accountability for the integrated Navy supply chain with full audit compliance. As a Navy command, NAVSUP understands the customers' world as its own, providing close collaboration and customer-focused metrics. Integration from supplier to customer to program manager, and collaboration on tradeoffs will provide the gold standard in contracting excellence. Data analytics and new digital technology implemented throughout programs and processes, including forecasting, will provide enhanced agility and customer service. Lastly, the reform has a bias for action and develops and trains NAVSUP's people to be the next generation of leaders in sustainment.





## Invigorating the Supply Chain... Naval Supply Systems Command Weapon Systems Support Goes Digital

By Sarah Glinski, NAVSUP Weapon Systems Support  
Office of Corporate Communications

**N**aval Supply Systems Command Weapon Systems Support (NAVSUP WSS) is prepared to make some big changes to the repairables process – specifically the way NAVSUP WSS adopts technological innovation.

The NAVSUP WSS innovation project began with a simple goal: get parts to the fleet faster by reducing repair turnaround time (RTAT). In the process, team members would be charged with challenging the problem-solving status quo to invent quick process and digital solutions that could be built on and improved over time.

In keeping with the Chief of Naval Operation directive to increase the availability and use of technology throughout the Navy, the innovation team plans to fully optimize the naval supply chain through creative technological and process improvements to standard procedures. These improvements will be implemented quickly on a smaller scale and ultimately expanded across the Navy's supplier base.

"We're staying outside of the traditional IT [information technology] landscape with this project," said Lynn Kohl, Vice Commander, NAVSUP WSS. "We're not looking at one big IT effort here. We've got a bigger future vision for the entire supply chain, from end to end."

While the innovation team intends to address the supply process as it occurs in the fleet, it has recently focused on alleviating issues experienced by many of the Navy's repair vendors.

### The Power of Observation

In order to accurately identify and alleviate common supply issues, the innovation team began by embedding NAVSUP WSS employees within II repair vendors to observe the supply process in its natural state.

Understanding that not all issues make themselves known during question-and-answer sessions, the employees monitored parts in the supply process from beginning to end on a day-to-day basis. Their observations uncovered issues that were common across many, if not all, of the suppliers being observed.

From Performance Based Logistics (PBL) to non-PBL vendors, from aviation to maritime suppliers, and even organic to commercial vendors, the innovation team measured approximately 46 weeks worth of wait time before parts could be repaired – a huge window of opportunity that the supply chain would benefit from closing.

After completing their observations, the team came back to NAVSUP WSS and asked themselves a question: "What visibility can we give our suppliers to reduce their wait times?"



**Left:** NAVSUP Weapon Systems Support employee Lauren Mensch listens to a digital concept presentation during the event, after which she and her colleague, Lt. Cmdr. Curtis Ceaser, presented their own supply chain solution.

## The Digital Deep Dive

In January, at their first concept ideation session, the innovation team met to discuss all of their observed issues in the repair of repairables process. Generating over 100 out-of-the-box potential solutions, the team then grouped the more common ideas, filtering, scoring and ranking them to eventually settle on nine solid concepts.

These nine concepts were honed down and refined for presentation at the first NAVSUP WSS event structured like the television show “Shark Tank,” event held in February in Mechanicsburg, Pa.

During the event, senior leadership from across the Naval Supply Systems Command heard pitches from the innovation team on their nine strongest improvement ideas.

This first event intended to be high-level and focused on desirability. All nine ideas were presented with less technical depth so the solutions with the most impact on RTAT would be chosen from among the group.

“Participating in this event was a very unique experience,” said Lt. Cmdr. Curtis Ceaser, director of rotary contracts at NAVSUP WSS, who presented a supply solution during the event with his colleague, Lauren Mensch. “The whole team came up with some great ideas, and it’s exciting to be a part of their development and see them move forward.”

After hearing the pitches from NAVSUP WSS innovation team members, senior leadership voted to move forward with four concepts, which are currently being further developed with more in-depth considerations in anticipation of the next event.

With benefits ranging from increased visibility and form standardization of requests for quotes to the elimination of manual entry and paperwork errors for the labelling and shipment of parts, all four concepts include the possibility of new and modified processes and technologies. Artificial intelligence and mobile device applications are just two means through which the execution and build-out of these ideas could occur.

## The Ripple Effects

NAVSUP senior leadership will soon convene again for the second event, where they will discuss with innovation team members the feasibility and viability of the four concepts they chose in February. In the meantime, the team is analyzing the long term impact of their ideas along with what the current technical architecture, business processes and environment can support.

In the final upcoming iteration of the NAVSUP WSS innovation event, one or two concepts will be taken to an investment committee chaired by Rear Adm. Jonathan A. Yuen, Commander NAVSUP and Chief of Supply Corps, and Michael Madden, Vice Commander, NAVSUP. This committee will decide which concept to further develop and deliver.

The chosen solution will be put in place three to six months after the last event in order to alleviate supply issues as quickly as possible.

Following the rapid improvements to the repair of repairables process, the technology will be improved over time and the team’s ultimate goal of reducing RTAT will be more fully realized.

But the effects of the NAVSUP WSS innovation project won’t be over after the initial supply chain solutions are implemented, or even after the team analyzes and improves supply issues in the fleet. The project’s effects are already having an impact on command culture by promoting creativity, excellence and innovation.

“As much as the ideas we’re looking at in this event are important, and as great as the results from this project will be from a supply chain perspective, equally important is the way this change is happening,” said Kohl. “We’re innovating. We’re changing our perspective on problem solving. We’re thinking differently. And that’s what makes for an effective, relevant and ready organization.” 🌟



Digital innovation team members observe test equipment at one of the Navy’s repair facilities during a visit to identify opportunities that would increase supplier visibility of the repair of repairables process.



Digital innovation team members brainstorm solutions and develop digital concepts to improve supply chain issues during a concept ideation session.



# NAVSUP Business Systems Center is Driving Reform

From Naval Supply Systems Command Business Systems Center Office of Corporate Communications

**The Navy's reform initiative calls for refining our processes and methodologies to make the supply chain leaner, meaner, and faster. This effort will improve efficiency of our dedicated military and civilian personnel, allowing them to turn their attention to the valuable tasks that support the fleet. Most importantly, the reform will seek to achieve what every Chief of Naval Operations directive has sought since 1915: to improve the lives, effectiveness and lethality of the warfighter. To support this initiative, Naval Supply Systems Command (NAVSUP) Business Systems Center (BSC) is well suited to be at the forefront.**

## NAVSUP BSC Is Suited To Lead

NAVSUP is the sole integrator of the supply chain, overseeing one of the most complex industrial sustainment operations in the world. Through every nook and cranny of that supply chain, from the smallest bolt to a nuclear reactor, there is data and the need to manage it. NAVSUP BSC, the premier information technology and business systems solution provider, plays the lead role in all things data: gathering it, analyzing it, and securing it. NAVSUP BSC is driving reform by incorporating new technologies, embracing innovative best practices, investing in our diverse workforce, and promoting strategic partnerships with our commercial peers and leaders in academic research. As environments and technologies change, NAVSUP BSC will reform into an agile, adaptable, well-structured business unit, best-positioned to deliver into the future. Developing and managing the right technologies will ensure NAVSUP BSC's customers have the tools they need to be the global leaders of tomorrow. This requires information technology solutions focused on best practices, limited customization, proven metrics, and multiple predictive forecasting models, all delivering reduced labor and sustainment costs.

NAVSUP BSC is driving reform through modernization, which requires not only updating business processes, but standardizing methodologies. From inventory control and global logistics to financial solutions and supply systems, NAVSUP BSC provides value as the single point of entry for the unique requirements of Naval Air Systems Command (NAVAIR), Naval Sea Systems Command (NAVSEA), Naval Supply Systems Command (NAVSUP), Strategic Systems Program (SSP) office, Space and Naval Warfare Systems Command (SPAWAR), and Office of Naval Research (ONR). These commands remain on the leading edge of change, as the benefits of

interoperable systems are tangible: standardized tools, consolidated interfaces, properly defined requirements, shared and accurately delivered data, optimized business processes, reduced costs, time-savings, and increased productivity.

Simply put, modernization will allow our customers to work easier, faster and smarter.

## The Future of Data Analytics

Navy Enterprise Resource Planning (ERP), a business capability coordinated by NAVSUP BSC, is the Navy's financial and supply chain system of record. As the data entry point for the unique requirements of six commands, Navy ERP is paving the way for modernization and a streamlining of services by focusing on reform in three areas: compliance and control, technology, and business.

As the Navy undergoes a full financial audit, compliance to rules and regulations is critical. This audit requires that we have accurate and auditable processes to track our materials through the supply chain. NAVSUP BSC will ensure compliance and control is built into these processes.

Navy ERP is poised to utilize the best business technology in the industry, including an overtime/comp time solution. For example, a process that used to take a customer twenty minutes and five individual transactions across multiple screens can be completed in a single, consolidated platform in less than two minutes. The user interface is simplified and customized to hide the data a customer doesn't need. In this way, NAVSUP BSC is developing means to meet the Navy's requirements by reducing the time and manpower needed to perform high-level business functions.

Modernization requires data that is robust, interoperable, and personal. But it must also be available, which continues to pose challenges across the fleet. Acting Department of the Navy Chief Information Officer Dr. Kelly E. Fletcher explains that much of the data sits unused in storage boxes or locked in outdated legacy applications. Getting it online and built into smart algorithms and visualization processes is a critical part of the digital transformation. "We have all (this) data," said Fletcher. "We aren't really accessing it to make decisions. We don't trust the data. We don't know what the authoritative data source is. So we're actually trying to pivot the Navy so that we have access to (the information)."

NAVSUP BSC is leading that pivot to digital transformation through the development and management of appliances like Navy Business Intelligence Services (NBIS), which leverages best-in-class digital technology by delivering near real-time supply chain information. One example is the P8 Logistics Cell, a joint NAVAIR and NAVSUP Weapon Systems Support (WSS) initiative, which connects the warfighter with critical supply and maintenance information. "Business Intelligence Services allows our customers to pour through, analyze and pull out the information they need across big data. And they can do it in less than the time it takes for you to say your name," said Capt. Douglas M. Bridges, Jr., Commanding Officer of NAVSUP BSC.

With NBIS and other NAVSUP BSC-interoperable systems like One Touch Support (OTS), data sources are growing and the networks within which they operate are more reliable, more authoritative and seamless. The dashboards are user-friendly and even the



Megan Nichols, center, NAVSUP Business Systems Center Business Intelligence Project Manager, reviews the OPNAV Spares Dashboard with Navy Business Intelligence Services Project Manager Joseph Foust, and Toan Ngo, Business Intelligence Lead.

sign-on is simpler. For example, OTS, a website for military and civilian personnel to order and track supply parts worldwide in real time, eliminates the need for countless log ins and passwords. With one single-entry secure sign-in, users are instantly connected to information from two dozen logistics systems.

The third focus of enhancing Navy ERP involves defining business requirements. Meeting customer expectations mandates effective logistics, management, and intelligence. It requires human relationships and a comprehensive understanding of the customer's goals, an optimization of the business process, and the utilization of time-saving tools to reduce costs. NAVSUP BSC works with its customers to dissect their requirements against Navy ERP's capabilities. Utilizing business process reengineering, business process optimization, and data access and archiving analysis, NAVSUP BSC builds solutions which meets the Navy's needs today and is positioned to leverage tomorrow's technology.

## NAVSUP BSC Turns Research into Results

NAVSUP BSC provides value through its methodology in finding that "next big thing." Great ideas start with a spark. Ideas are nurtured and cultivated, and within the business realm, it's never done in a vacuum. Research and development requires the brightest military and civilian minds, and NAVSUP BSC is always looking beyond its borders by monitoring the trials and successes of our peers both commercially and in academia. NAVSUP BSC turns research into results. Some of NAVSUP BSC's highly-advanced business forecasting tools, for example, are being developed conjointly with educational institutions. Reform mandates accuracy, and nothing will derail the end-to-end supply chain timeline like a bad prediction in production, purchasing, or people. Things happen at sea. Parts unexpectedly break down. NAVSUP BSC's predictive and prescriptive analytical capabilities can eliminate repair delays by analyzing historical data and providing a more accurate requirement, thus, reducing "unexpected" incidents.

The Navy currently uses the same forecasting method for all supply parts, although accuracy could be improved by matching a particular part with a particular method of forecast. Three years ago, NAVSUP BSC teamed with NAVSUP WSS, the Naval Postgraduate School and Penn State's Applied Research Laboratory (ARL) to validate new forecasting tools and improve the metrics for self-assessing results. "We do risk reduction studies for program managers to help them make well-informed business decisions, reduce risk, and identify metrics that help qualify and quantify program decisions," said Paul Winkler, Senior Research Engineer with Penn State's ARL. "The drive is to improve fleet readiness and warfighter effectiveness."

In another example, when naval supply data was not being reported accurately and timely, readiness was jeopardized. Overdue purchase orders led to the loss of obligated funds. NAVSUP BSC leveraged the research of commercial best practices, instituted new training, tracked supplies throughout the chain, and boosted efficiency. This led to a 47 percent reduction of overdue purchase orders, increased buying power, and improved F-18 readiness. These are real-life benefits to the warfighter. NAVSUP BSC's research of commercial best practices is leading to the development of modeling tools that can better plan and forecast, provide more accurate projections, anticipate obstacles, eliminate waste, and improve the efficiency of the end-to-end supply chain.

The warfighter is best served when there are no weak links in the supply chain. NAVSUP BSC is driving reform through the pro-active, agile and resourceful facilitation of world-class supply chain support. The Navy's reform initiative calls for it, maritime superiority demands it and NAVSUP BSC will ensure it is delivered by accelerating digital solutions. 🌟

# LOGCELL: Leveraging Data and Innovation to Improve Supply Chain Effectiveness

## From NAVSUP Weapon Systems Support

In an effort to tackle some of the Navy's most complex supply chain challenges, NAVSUP Weapon Systems Support (NAVSUP WSS) is aggressively evaluating its utilization of existing logistics management systems. NAVSUP WSS is investing heavily in innovative information technology (IT) solutions to advance supply chain digital initiatives and streamline its business through a program known as Logistics Cell (LOGCELL). The innovative concept brings together multiple stakeholders, both physically and virtually, to collectively and dramatically compress the time it takes to identify and solve problems that affect naval readiness. It also serves to provide a common operating picture by fusing together multiple data sources in a way problem areas can quickly be identified and addressed.

The LOGCELL initiative supports High-Velocity Learning (HVL) which is among the Chief of Naval Operations (CNO) Adm. John Richardson's Lines of Effort to help achieve the mission priorities outlined in the Navy's Design for Maintaining Maritime Superiority.

In 2017, NAVSUP WSS expanded the LOGCELL concept to align metrics to Fleet readiness and create a single version of the truth to aid timely decision making and streamline logistics processes. LOGCELL hit go live production for its IT solution and loaded more than 100,000 aviation components into the website database for display.

In 2017, NAVSUP WSS and Naval Air Systems Command (NAVAIR) 6.7 used the LOGCELL concept and toolset in a new type of supply chain end to end (E2E) review. The E2E warns supply chain segment owners when performance does not support

achievement of mission capable or full mission capable goals, and increased the speed of corrective actions. The typical LOGCELL group consists of all supply chain stakeholders including: NAVSUP WSS, NAVAIR, Product Support Managers (PSM), Program Managers (PM), Fleet, Commander Fleet Readiness Centers (COMFRC), Defense Logistics Agency (DLA), and original equipment manufacturers. Some of the critical aircraft platforms that have worked the end E2E event are V-22, E-2, F/A-18 E-G, F/A-18 A-D, and H-1 (Y and Z).

The LOGCELL concept was further advanced when NAVSUP WSS installed and

prototyped a toolset that expands access and visibility to multiple streams of data and full engagement from the entire team in a virtual environment. The new toolset was used to collaborate between the repair vendor, NORDAM, and the F/A-18 Fleet Support Team to identify and mitigate barriers to production of outer wing panels. NORDAM is now able to complete much of the engineering work internally, increasing speed to execution by reducing total burden to the Navy's organic Fleet Support Teams by providing engineering analysis in-house while leveraging the relationship with Boeing and proprietary data.







INFORMED DATA IDENTIFY OPPORTUNITIES PEER-TO-PEER PROBLEM SOLVING INCREASE KNOWLEDGE

## Naval Aviation Platform Transitions

The Navy's ongoing modernization effort reflects a significant investment in new ships, aircraft, and associated technologies. These transitions present both challenges and opportunities to the current acquisition, fiscal, and industrial landscape, and introduce increased complexity and uncertainty into the domain of weapon systems support. Barriers to success include diminishing manufacturing sources and material shortages and obsolescence issues, availability and sufficiency of data rights, overstated reliability forecasts, and compressed acquisition

timelines. The onset of data science, additive manufacturing (3-D printing), and rapid prototyping afford opportunities to enhance supply chain effectiveness and improve system sustainability. The ability to use the LOGCELL concept will increase the opportunity to quickly overcome barriers.

## Variable Component Sparing Timelines

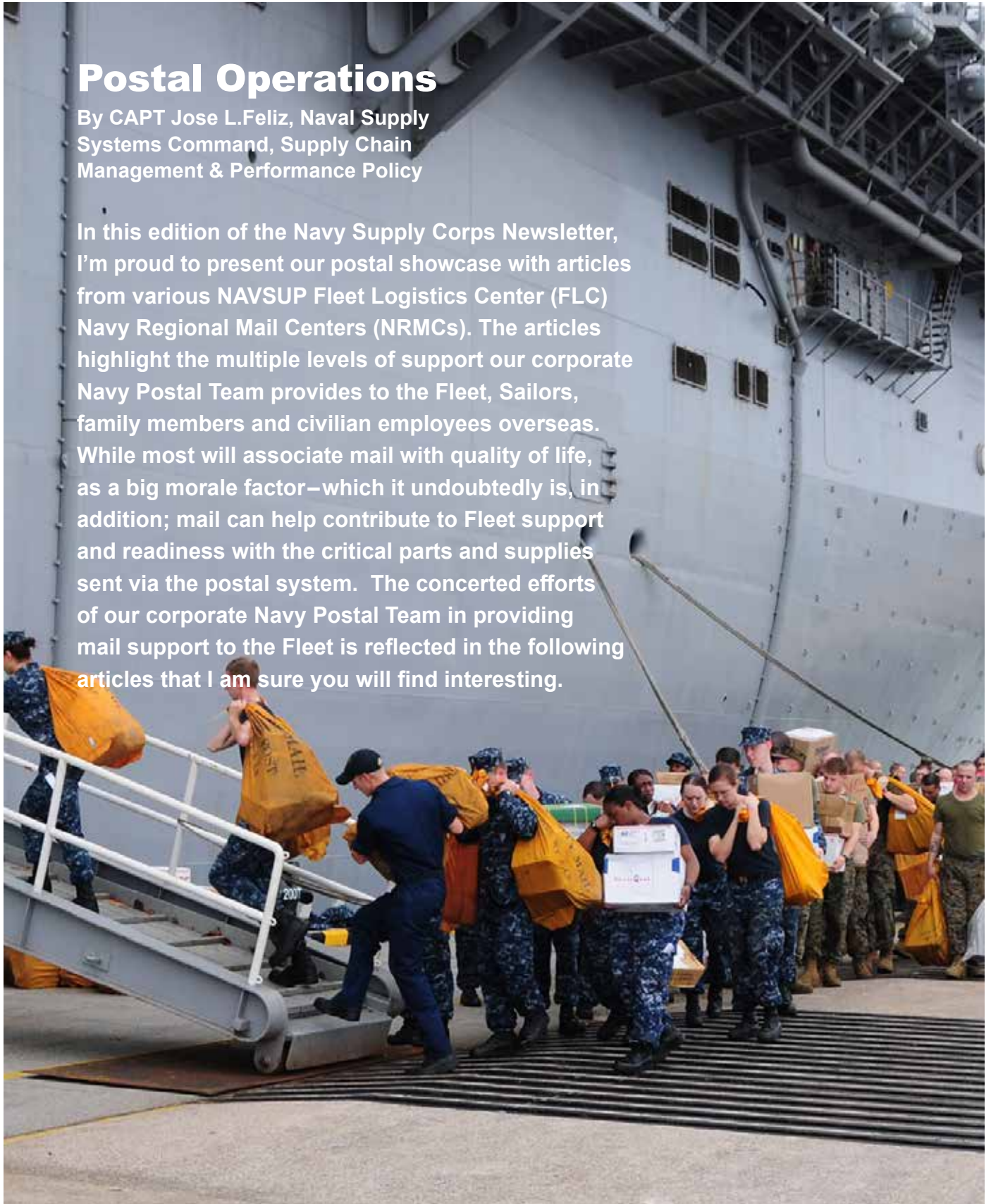
Every component procurement is unique with regard to the multitude of factors that can influence and extend its sparing timeline. Component sparing requires significant

coordination across NAVSUP, NAVAIR, Defense Contract Management Agency, and industry, and timeliness of issue resolution has the potential to impact forecasted delivery dates. "At the end of the day, efficient and effective supply chains are fully transparent to all who use them, which is at the heart of what the LOGCELL concept is achieving," said Bob Gordon, LOGCELL Director, NAVSUP WSS. 🌟

# Postal Operations

By CAPT Jose L.Feliz, Naval Supply Systems Command, Supply Chain Management & Performance Policy

In this edition of the Navy Supply Corps Newsletter, I'm proud to present our postal showcase with articles from various NAVSUP Fleet Logistics Center (FLC) Navy Regional Mail Centers (NRMCs). The articles highlight the multiple levels of support our corporate Navy Postal Team provides to the Fleet, Sailors, family members and civilian employees overseas. While most will associate mail with quality of life, as a big morale factor—which it undoubtedly is, in addition; mail can help contribute to Fleet support and readiness with the critical parts and supplies sent via the postal system. The concerted efforts of our corporate Navy Postal Team in providing mail support to the Fleet is reflected in the following articles that I am sure you will find interesting.





# Navy Postal Initiatives Under Way to Capitalize on Technology

By Gabe Telles, Postal Director  
Naval Supply Systems Command

The Navy postal team has a number of initiatives underway to improve services and capitalize on new technology.

Working with the director, the NAVSUP postal team met with the Director of Technology & Innovation at the U.S. Postal Service (USPS) and initiated a test of the new USPS “Informed Delivery” program for Navy Fleet Post Office (FPO) customers afloat and ashore. Informed Delivery provides a daily email with images of the letter class mail that’s on the way to your mailbox. If the test is successful, Informed Delivery service may be expanded to all Navy FPO customers.

Another new technology, mixed reality postal training, is being explored to provide a more realistic training environment for Sailors assigned to postal duty. Mixed reality postal training, in development to replace conventional Powerpoint slide training, will provide Sailors a “real life” learning experience using mixed reality scenarios. This training uses virtual reality goggles and actual laser mapped shipboard postal spaces with virtual customers requesting various postal services.

Navy afloat network certification is underway for postage meters and Next Generation (NEXGEN) mail barcode scanners. Currently, postage meters need to be physically removed from Ships each time they return to port, to plug into a commercial Internet Service Provider (ISP) simply to download postage and update meter software. Once afloat network certification is completed, ship post office can connect to ship networks for the period postage replenishment and software updates. NEXGEN mail barcode scanners are also currently undergoing afloat network certification to replace existing mail barcode scanners currently in use.

These innovations will enable the Navy postal team to increase accuracy and efficiency throughout the entire mailing process. The customer remains the number one priority, and these improvements will help ensure they continue to be completely satisfied. 🌟



Hospital Corpsman 2nd Class Lewis Ikwuagwu, left, sorts mail with Logistics Specialist 2nd Class Logan Kalzkowski during a mail call in the hangar bay of the aircraft carrier USS Theodore Roosevelt (CVN 71). Theodore Roosevelt is deployed to the U.S. 7th Fleet area of operations in support of maritime security operations and theater security cooperation efforts. —photo by Mass Communication Specialist 3rd Class Robyn B. Melvin



Virtual reality goggles, like the ones picture above, will be used in mixed reality postal training. This training is a new initiative to help Sailors learn in a realistic postal environment.





## NAVSUP FLC Pearl Harbor Provides Mail Efficiencies to the Fleet

By Shannon R. Haney, Naval Supply Systems Command Fleet Logistics Center Pearl Harbor, Office of Corporate Communications

Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Pearl Harbor Regional Mail Center introduced a paperless mail orderly Web tool to Joint Base Pearl Harbor-Hickam (JBPHH) afloat and shore commands.

"We are leveraging innovative information technology to efficiently manage the mail orderly program," said James McCaffrey, Director of Postal Operations, NAVSUP FLC Pearl Harbor. "Now we have a one-stop resource at our fingertips."

The mail orderly Web tool, developed by NAVSUP Business Systems Center (BSC), is the result of a continuous performance improvement (CPI) event to maximize the effective use of resources. It replaces the labor intensive paper process and offers electronic forms that can be digitally signed, online training, and centralizes records. The mail orderly Web tool is an automated and completely paperless process.

"We have significantly reduced the wait time at the mail pickup window," explained McCaffrey. "All of the mail orderly forms and training records are now online and easily retrievable; minimizing mail orderly status checks."

A mail orderly is a designated person that picks up mail for an organization.

With a high volume of mail coming and going from the mail center, it takes the combined effort of qualified and trained personnel to ensure proper handling of mail.

"We average about 25,000 pounds of mail a week and there are 1,300 mail orderlies aboard JBPHH," explained Logistics Specialist 1st Class Maria Garcia, Regional Mail Center Leading Petty Officer, NAVSUP FLC Pearl Harbor. "Our team is innovative and resourceful and we are dedicated to providing service with aloha."

The mail orderly web tool is hosted on the NAVSUP Web portal which allows

**Left:** Logistics Specialist 2nd Class William Spooner, center, NAVSUP FLC Pearl Harbor Regional Mail Center, delivers a brief on mail orderly training. NAVSUP FLC Pearl Harbor introduced a paperless mail orderly web tool to Joint Base Pearl Harbor-Hickam (JBPHH) afloat and shore commands. —photos by Shannon R. Haney



**Above:** Cryptologic Technician (Interpretive) 3rd Class Nathan Patton, right, NAVSUP FLC Pearl Harbor Regional Mail Center, scans a customer's package at the mail pickup window.

program managers access to check the status of mail orderly training and forms with ease. This feature will aid commands during annual postal inspections.

To increase efficiency and effectiveness across the NAVSUP Enterprise, the mail orderly web tool is available to other NAVSUP FLCs.

NAVSUP FLC Pearl Harbor Regional Mail Center provides official and personal mail services to JBPHH afloat and shore commands, and visiting 3rd and 7th Fleet units. Over the past 20 years, they have served over 800,000 customers, processed over 150 million pieces of mail, saved customers over \$1.5 million and supported over 500 fleet units. 🌟

# NAVSUP FLC San Diego: Keeping the Focus on Shipboard Postal Training

By Candice Villarreal, Director, Office of Corporate Communications, NAVSUP FLC San Diego

NAVSUP Fleet Logistics Center (FLC) San Diego joined Sailors on board USS Spruance (DDG 111) to conduct afloat postal training in San Diego.

The command's Navy Postal Management Inspection Team, a five-person cadre of some of the Navy's most knowledgeable postal pros, routinely conducts cyclical training for every command in the Navy's southwest region; a total of about 220 shore commands and 55 ships.

Aboard Spruance, the team partnered with Afloat Training Group (ATG) to prepare the ship's crew for their upcoming Supply Management Certification (SMC) inspections, with ATG taking the reins on supply operations and NAVSUP FLC San Diego taking charge of the entire gamut of postal operations.

"It's very much about preparation and sharpening processes, but it's also about teambuilding," said Logistics Specialist 1st Class (SW) Evelyn Chavez. "They're very receptive; we make sure they are engaged and fully understand the importance and implications of official inspections. We dedicate ourselves to ensuring they are 150 percent ready for their deployments and in a position to successfully earn their certifications. We do not let them fail."

In fact, San Diego based ships have seen a 100 percent success rate for SMC 1.4, colloquially referred to as the "Super Bowl" of supply inspections. Similarly, there hasn't been a single noted postal offense in more than two years.

"We train, qualify, and inspect," said Angel Tejada, postal advisor for NAVSUP FLC San Diego. "We provide finance and distance support, conduct pre-deployment briefs, supply them with all necessary supplies in their pack-up kits, conduct official mail assessments and mail manager training, and more. All while processing all incoming and outgoing mail for the fleet."

Ships in port must also submit their postal records to the team monthly for inspection and audit, allowing the NAVSUP FLC San Diego team to identify areas requiring improvement before ever setting foot on board.

"It's been a great opportunity to get an outside perspective to ensure we are serving the crew to the best of our ability," said Lt. j.g. Lukas Fenley, Assistant Supply Officer aboard Spruance. "The training and inspections give us bearing on where we can improve, allowing us to take any lessons learned and execute. The corrections we make today will uphold the integrity of our postal programs and have lasting, ongoing effects for the next operational phase of this ship."

Supply operations – and postal operations specifically – have long been associated with crew morale levels.

"Mail is one of those functions that isn't missed until it's missed," said Tejada. "When you're waiting for something and it doesn't arrive—whether that's a package from your loved ones back home or official mail and repair parts necessary for these ships to operate properly—that's when you see the true value and importance of postal operations."

According to Postal Director and Regional Postal Manager Robert Shaw, the team's focus on maintaining open lines of communication and fostering solid working relationships with fleet customers enables them to better assist in helping to keep shipboard programs running smoothly.

"Mail has to be done right, and if they're not doing it right, they're going to pull into a port and they won't have any mail waiting for them," said Shaw. "From using correct postage rates to identifying suspicious mail and keeping clean and organized records, it's all equally important. We really get into the weeds when we're training them in port, because we know that once they're out executing the Navy's missions on the seas, they will still need to be able to continue these operations. They have to be able to meet their postal demands despite some of the incredible challenges they will be facing as a warship at sea." 🌟



**Above:** A Sailor picks up mail from the postal office aboard USS Spruance (DDG 111). NAVSUP Fleet Logistics Center San Diego is on board Spruance to conduct postal operations training in preparation for the ship's upcoming Supply Management Certification inspection.



**Above:** Logistics Specialist 1st Class Evelyn Chavez trains USS Spruance (DDG 111) crewmembers on shipboard postal operations in advance of the destroyer's Supply Management Certification Inspection in San Diego.

# NAVSUP Fleet Logistics Center Norfolk, Naval District Washington Postal Division Brings Mail Security to the Next Level

By David Smart, FLC Norfolk, NDW Director of Postal Operations



X-Ray Machine. First step in the screening process

The NAVSUP Fleet Logistics Center Norfolk (FLCN), Naval District Washington (NDW), Postal Division is the U.S. Navy's first and largest centralized Consolidated Mail Facility (CMF), established in 1999 in Washington, DC to service the Department of the Navy (DON) in the National Capital Region (NCR). We process over 5 million mail items annually for over 400 Navy offices and 18 other Government agencies throughout the NCR. Today, we are the central mail facility for Joint Base Anacostia Bolling, Washington Navy Yard, Naval Support Facility Dahlgren and Indian Head, Naval Air Station Patuxent River, and Naval Support Activity Annapolis. Our primary focus is on

security of mail, cost savings through mail consolidation, and maintaining good performance standards by conducting annual inspections of all mail facilities and delivery points. We also work closely with the U. S. Postal Service (USPS) to develop and maintain good delivery addresses to ensure the mail is processed efficiently through the USPS system.

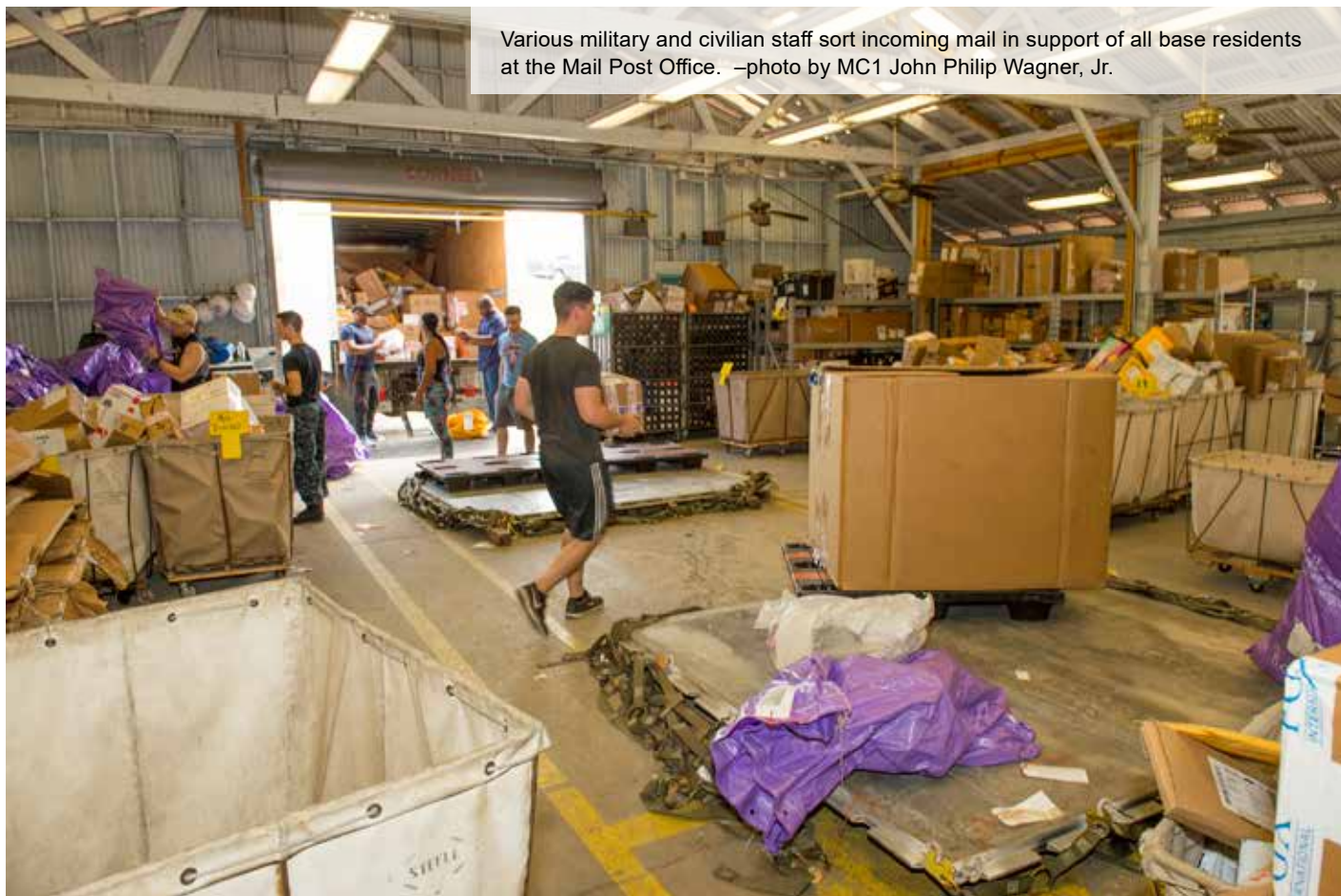
When it comes to the security of the mail, the NAVSUP FLC Norfolk NDW Postal Division was the first Navy location to receive and put into operation a Mail Screening Containment Unit. This increased capability ensures that 100 percent of all incoming mail processed uses cutting-edge technology to

detect any hazardous materials that may be present. The entire process is conducted inside of an enclosed negative pressure screening unit. This process ensures that if a hazardous material is present, it will be contained inside of a screening unit and minimizes exposure to anyone in the building.

With a staff of 37 civilian employees and 18 contract employees, the NAVSUP FLC Norfolk NDW Postal Division strives daily to provide the best quality service to our customers, while ensuring the most safe, efficient and cost effective means are used. 🌟



Various military and civilian staff sort incoming mail in support of all base residents at the Mail Post Office. —photo by MC1 John Philip Wagner, Jr.



## **“MAIL CALL, MAIL CALL!” NAVSUP Fleet Logistics Center Jacksonville GTMO Fleet Post Office Plays Critical Role in High Morale**

By Cmdr. Shane Dietrich, Site Director, NAVSUP Fleet Logistics Center Jacksonville, Guantanamo Bay

**A**t U.S. Naval Station Guantanamo Bay (NSGB), mail call is a celebrated event for all hands.

Established in 1903, NSGB is the oldest overseas military installation and the only one located in a communist country.

Approximately 400 air miles from Miami, Florida, this isolated base has no neighbors to borrow from, relying solely on shipments from the U.S. for sustainment. A cornerstone of joint U.S. military and governmental operations in the U.S. Southern Command area of operations, NSGB's serves as a strategic logistics base for the Navy's

Atlantic fleet, allied, and partner navies, supporting counternarcotic operations in the Caribbean, providing contingency logistics, and supporting migrant operations. NSGB's unique location also optimizes U.S. response to catastrophic regional events such as earthquakes and hurricanes. The Fleet Post Office (FPO) on Guantanamo Bay plays a vital part of the naval station's mission.

During WWII an old horse stable was converted into a post office to serve the U.S. 4th Fleet ships stationed on NSGB. Although this location was intended to be temporary, the FPO still operates there

today. The old wooden structure has been feasted upon by the local termites, and has required multiple repairs to keep it operational over the past 73 years.

Today, it provides a full range of mail services supporting 64 tenant commands, various major units, and agencies to include the Federal Bureau of Investigations (FBI), U.S. Air Force, Marine Corps Security Force Company, Naval Facilities Engineering Command Southeast (NAVFACSE), Joint Task Force Guantanamo (JTF-GTMO), U.S. Coast Guard Seventh District, Office of Military Commissions (OMC), and U.S. Naval Hospital, which covers approximately 6,000 military and civilian personnel and their family members. The FPO's close relationship with these tenant commands is the key to ensuring their staff and families receive their mail as expeditiously as possible.

Mail call is extremely popular at NSGB. It is the link back to families and friends, providing an opportunity to receive care packages, and obtain items that are not

*...continued on page 18*



**Left:** Sailors sort mail during a replenishment-at-sea aboard the amphibious assault ship USS Wasp (LHD 1). –photo by Mass Communication Specialist 3rd Class Michael Molina

available on base. If Sailors need car parts to work on their vehicle, they order them for mail delivery. If families want that special cooking product for their kitchen, online ordering and mail delivery is their key to satisfaction. And yes, even in the world of electronic messaging, our military families still send and receive gifts to their families using the military postal service.

The FPO is managed by a staff of 14 military and civilian members. The FPO operates Monday through Friday, processing two cargo flights per week of prograde and retrograde mail. In Fiscal Year 2017, they processed 851,440 pounds of incoming mail, and 371,232 pounds of outgoing mail. Thanks to the great relationships developed with the Defense Logistics Agency and Air Mobility Command, they are able to ensure the delivery of incoming and outgoing mail through hurricanes, holiday high volume periods, and hot humid summers where temperatures reach triple digits. Maintaining control of such a large amount of mail is an enormous task for such a small staff, which in addition to operating the main post office, functions as the postal advisor for the Joint Task Force, Camp America post office on behalf of U.S. Army South. Through all the challenges faced, the NSGB's post office team continuously performs their duties with excellent customer service.

Recently the FPO did receive a remodel, featuring new lobby counters that are more

customer friendly and ergonomic for front desk operations. NAVSUP FLC Jacksonville is currently working with Naval Facilities Engineering Command Southeast (NAVFACSE) on a new 6,000 square foot postal facility, to be located in the downtown area of the installation. Additionally, with the help of the Military Postal Service Agency, the NAVSUP FLC Jacksonville team was able to secure funding and procurement for over 3,200 post boxes, and have a project in place to install them before June 2018. This will ensure compliance with USPS address management requirements.

While smooth operation of mail services is important, the post office also runs several programs throughout the year to keep spirits high for their community. One such example is "Operation Santa's Mailbag," a program that encourages children to write and drop off letters to Santa in a special holiday wrapped mailbox located in the NEX. Children's letters are addressed to Santa Claus, 1 Santa Claus Lane, North Pole, Alaska. Each child receives a personal response from Santa and a gift in the mail.

The FPO at NSGB remains busy processing mail on and off the island year round. They provide a value added, morale boosting service that gives residents the closeness of friends and family at their fingertips. It is hard to describe the joy residents feel when they hear those two words repeated over the intercom: "Mail Call! Mail Call!" 🌟

**Below:** Logistics Specialist Third Class Christopher Springer places incoming mail on designated shelves ensuring packages are ready for "Mail Call".



**Below:** Darrell Evans Jr, Material Handler for NAVSUP FLC Jacksonville NSGB Site scans incoming mail prior to Mail Call.





# NAVSUP Fleet Logistics Center Bahrain Delivers Superior Customer Service

By Javani G. Jones, Director of Corporate Communications, NAVSUP Fleet Logistics Center Bahrain

**W**ith holiday cards and online shopping for gifts at an all-time high, the NAVSUP FLC Bahrain Post Office had a very busy holiday season.

In the period between November and January, the Fleet Post Office delivered over 24,000 packages to Naval Support Activity Bahrain, a more than six percent increase compared to last year's holiday season.

"Even with our increased work load and extended hours, every one of our employees, whether military or civilian, was ready and willing to go the extra mile to ensure customer satisfaction. It was good to know that our team is resilient enough to not skip a beat when faced with extra work," said Fabienne Augustine, Custodian of Postal Effects (COPE), NAVSUP FLC Bahrain, who added, "on top of all of that, keeping in the holiday spirit while dealing with the massive amount of customers."

The NAVSUP FLC Bahrain postal team processed over 200,000 pounds of mail during the season: 158,781 pounds of incoming mail and 52,067 pounds of outgoing mail. NAVSUP FLC Bahrain Fleet Mail Center which supports forces in Bahrain, Djibouti, and United Arab Emirates, mailed over 875,000 pounds of mail to 15 homeported ships and 18 deployed Navy and Military Sealift Command ships to Sailors deployed throughout the U.S. 5th Fleet area of operations.

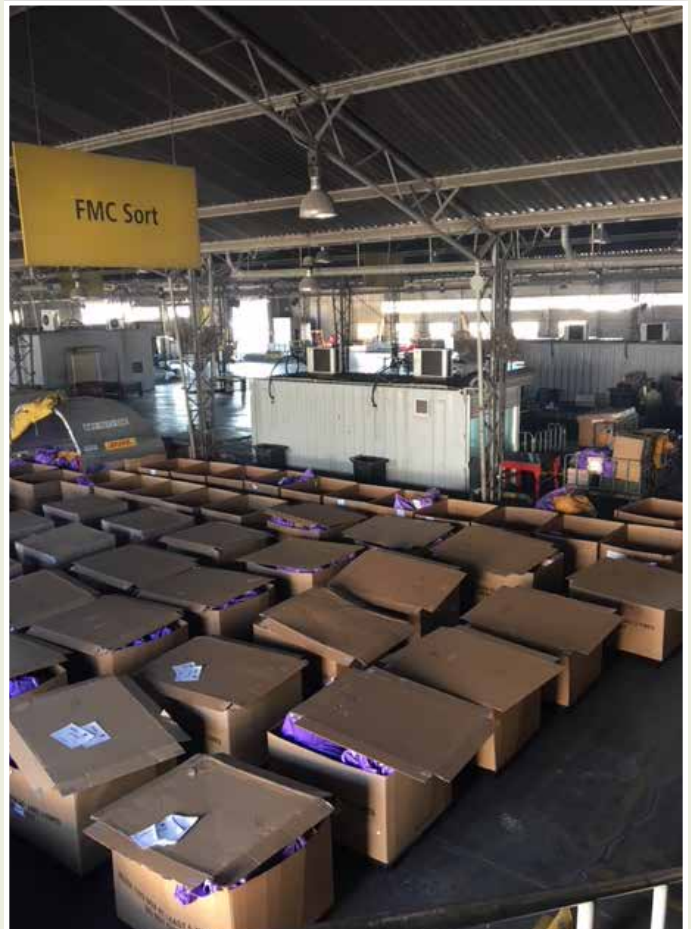
"Through-out the holiday season a number of customers expressed their gratitude by thanking us for all of our hard work. They noticed that their packages were being both delivered and received in good time," said LSSA Marquita Robinson-Burgess, Mail Clerk, NAVSUP FLC Bahrain. "In some cases packages were received before they actually expected to get them."

"It's just too easy now a days for the customers to turn on their phone, click a few buttons and order away. The efficiency of the post office in cooperation with companies like Amazon really make the quality of life living on an overseas military post much better than it used to be in the past," said Tim Lynch, Regional Mail Manager, NAVSUP FLC Bahrain.

NAVSUP FLC Bahrain takes pride in the achievements made in every day readiness and preparation, and in the ability to offer reliable and consistent service to customers. 🌟



Bahrain Fleet Mail Center (FMC) holiday mail staged in tri-walls for processing –photos by Javani G. Jones







LT Derek Roncaioli and Logistics Specialist Second Class Petty Officer Alberto Brown on the ground in Faslane, U.K., in support of Exercise Saxon Warrior. Here, they use organic Royal Navy assets from the Joint Tactical Exercise Planning Staff to transport 700 pounds of cargo and mail for loading on the USS Truxtun (DDG 103). —photo by Tia Nichole McMillen



## NAVSUP Fleet Logistics Center Sigonella's Innovative Planning Improves Postal Operations in Europe and Africa

By Tia Nichole McMillen  
Office of Corporate Communications  
NAVSUP FLC Sigonella

Mail call is a highlight of most Sailors' days, especially when stationed overseas. As the Navy's postal professionals, Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Sigonella vastly improved postal operations in Europe and Africa within the last year.

2017 marked the first year that there were no backlogs in mail inbound from the continental United States (CONUS) or outbound to CONUS from the Europe and Africa area of operations. Commanding Officer of NAVSUP FLC Sigonella, Capt. Dion English said, "Postal operations have a direct impact on morale and need to run seamlessly. My team conducted research, employed innovative thinking, and built authentic partnerships to quickly and effectively improve operations in Italy and across Europe and Africa."

In order to make improvements, the team first identified the problems. Traditionally, holiday mail is delayed either as a result of customs delays or because of airline capacity. In 2015 and 2016, the team noted mail delays or stoppage due to Italian customs, directly relating to 125 kilograms of daily backlog during the peak holiday season. The solution was clear—improve relationships with Italian customs and secure more space on carrier generated routes.

"We function in a time where you have to do more with less—you have to learn from the past and use innovative measures to plan for the



**Above:** In Souda Bay, Greece, Bailey Uzelmeier, right, hands a care package to a Sailor assigned to Fleet Logistics Support Squadron (VRC) 40 to be loaded onto the C-2A Carrier Onboard Delivery aircraft for delivery to aircraft carrier USS George H.W. Bush (CVN 77). VRC-40 facilitates the movement of high priority cargo, mail, and passengers to and from the U.S. Atlantic Fleet aircraft carriers. –photo by Joel Diller, Public Affairs Specialist

**Right:** As the Navy's postal professionals, NAVSUP FLC Sigonella vastly improved postal operations in Europe and Africa within the last year. –photo by Tia Nichole McMillen



future,” said Tommie Tate, Regional Postal Manager, NAVSUP FLC Sigonella. “Our business is constantly changing and growing, and NAVSUP FLC Sigonella is at the helm of providing quality of life support through programs such as postal delivery to support the warfighter in Europe and Africa.”

In August, the NAVSUP FLC Sigonella postal team started negotiations with the local airlines to increase the amount of space allocated for inbound and outbound mail during the peak holiday periods. By partnering with Navy Region Europe, Africa, and Southwest Asia (EURAFSWA), the postal team engaged with the Rome customs team to ensure solid relationships and sound business practices existed to prevent customs delays of holiday mail. Specifically, the NAVSUP FLC Sigonella postal team worked directly with the EURAFSWA legal office to fully implement a customs clearance program at the Rome Mail Control Activity, increasing trust between our Italian hosts, and resulting in zero delays inbound to Naples and to Sigonella.

The postal team, with support from the Rome Mail Control Activity director, met with airline leads from Chicago, Illinois, Atlanta, Georgia, and New York to secure an additional 2,000 kilograms of space on carrier generated routes. So, instead of a daily

125 kilograms backlog, there was excess space to keep the mail moving during the holiday surge. Moreover, leadership from United States Postal Service agreed to expand warehouse space dedicated to military mail movement, with a new focus and prioritized movement of military mail. This forward-thinking meant that the additional cost of using trucks for transportation was no longer necessary.

“Because of the outstanding partnership we have with our host nation, Italy, we were able to establish innovative internal controls and business practices to ensure a unified approach to postal operations,” said Tate.

“But the power of partnerships doesn’t end there. On the other side of the world, the Joint Military Postal Activity, Chicago International Military Service Center (CISMC) said that in conjunction with our innovative thinking and support, it had its most successful peak mailing season in 2017, better than the past five years since consolidating mail at the Chicago O’Hare facility,” said Tate.

Lastly, and perhaps most important to customers, the NAVSUP FLC Sigonella postal team adjusted hours at all postal outlets to facilitate the increased holiday traffic. This allowed customers to receive their mail at a convenient time and place during the holiday surge. 🌟



**Below:** LS1 Moutchou loading mail into a triwall for shipment to service members at Guantanamo Bay Cuba.



**Below:** LS1 Moutchou and LS2 Vitale sort mail after it has been processed through security system.



**Right:** LS2 Barnes and LSSN Nelloms unload mail for processing through security system.



**Right:** LS1 Rabajante records piece and weight count for mail being processed



—All photos courtesy of  
Jeff Gibbs, NAVSUP  
FLC Norfolk Regional  
Postal Manager



# NAVSUP FLC Norfolk RNMC Provides Fleet Support

By Tom Kreidel, NAVSUP FLC Norfolk Director, Corporate Communications

The Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Norfolk Regional Navy Mail Center (RNMC) had a busy 2017, a year that saw them handle more than 5.5 million pounds of mail for afloat and shore commands up and down the east coast in its area of responsibility (AOR).

According to RNMC Director Jeff Gibbs, the team of Sailors, civilian personnel, and contractors, provide all facets of mailing and shipping services for fleet and shore customers from the Hampton Roads region of Virginia to Navy facilities located in Great Lakes, Illinois; Crane, Indiana; Philadelphia and Mechanicsburg Pennsylvania; Saratoga Springs, New York; Earle, New Jersey; Portsmouth, New Hampshire; Groton, Connecticut; and Newport, Rhode Island.

"We provide cradle to grave mail service throughout our AOR," Gibbs added. He went on to explain the RNMC operates the Atlantic Fleet Postal Finance Office (PFO); provides for pier side delivery and pick-up services on the Norfolk Naval Station; processes mail for shipment via the Air Mobility Command to overseas destinations; and manages the postage expenses and issuance of postage meters and postal

supplies for mail processing for ships while deployed.

"Mail is now and always will be a huge morale booster for personnel serving far from home," Gibbs said. "Each and every one of our team knows that the job they do is necessary in supporting the mission of our warfighters."

In addition to mail services, RNMC Norfolk also provides multiple postal training events to all branches of the Armed Forces, to include mail orderly training, official mail manager certification training, postal officer qualification training, and many others.

"Training of current and newly reporting personnel is an ongoing effort to assure all aspects of our one stop postal shop mission can be met," he added. "We are constantly working to qualify our personnel through use of individual Job Qualification Requirements (JQR), keeping them up to date with all new requirements and mission changes are essential to continued success."

RNMC also administers the U.S. Fleet Forces Command (USFFC) Postal Advisor (PA) program for all Atlantic fleet ships and overseas postal units.

Postal Advisors are senior enlisted or civilians responsible for providing assistance, guidance, technical training assessments and inspections for Military Post Offices (MPOs), Mail Address Only (MAO) commands, and mailrooms afloat and ashore. PA's conduct investigations or assist, as appropriate, U.S. postal inspectors, Naval Criminal Investigative Service, and Judge Advocate General investigators researching irregularities regarding postal funds, mail, and administrative procedures.

Overall, the RNMC postal team processed more than 950,000 individual pieces of mail in 2017, with more than half of it coming during the busy holiday season. RNMC also supported nine carrier and expeditionary strike group exercises through refueling at sea and aviation support, which also included mail services for deployed units in support of hurricane relief efforts.

"I couldn't be more proud of our team, a truly diverse group of military, civilian and contractor support that have ensured mission success in support of our customers in 2017 despite increasing workloads and manning challenges," Gibbs concluded. 🌟

LSSN Dorean Sirmones turns over the last of the mail for follow-on delivery to USS Kearsage, USS Oak Hill, and USS Wasp. Sirmones and the postal operations team loaded more than 700 pounds of mail total to ensure mail was delivered without delay to the three underway ships.



# NAVSUP FLC Pearl Harbor Provides Support to the America Amphibious Ready Group

Story and photos by Shannon R. Haney  
Office of Corporate Communications  
NAVSUP FLC Pearl Harbor

NAVSUP FLC Pearl Harbor Regional Mail Center processed and delivered over 25,000 pounds of mail to Sailors and Marines of the America Amphibious Ready Group (ARG)/15th Marine Expeditionary Unit (MEU) during the final port call of the ARG/MEU's deployment in Pearl Harbor, Hawaii, in January. The America ARG consists of the amphibious assault ship USS America (LHA 6), the amphibious transport dock ship USS San Diego (LPD 22), and the amphibious dock landing ship USS Pearl Harbor (LSD 52), operated with embarked 15th MEU, the "Wildcards" of Helicopter Sea Combat Squadron (HSC) 23, detachments from Assault Craft Unit 5, Naval Beach Group 1, Beachmaster Unit 1, Fleet Surgical Team 1 and Tactical Air Control Squadron 11.

Logistics Specialist 2nd Class Tenzin Chokdup, left, and Logistics Specialist 3rd Class Holland Brown, second from left, deliver mail to the USS Pearl Harbor (LSD 52). --all photos by Shannon R. Haney



Right: James Nakamura, left, fleet support mail clerk, NAVSUP FLC Pearl Harbor Regional Mail Center and Logistics Specialist 1st Class Maria Garcia, right, Leading Petty Officer, NAVSUP FLC Pearl Harbor Regional Mail Center, deliver mail to the USS San Diego (LPD 22).





**Right:** Logistics Specialist 2nd Class Tenzin Chokdup delivers mail to the USS Pearl Harbor (LSD 52).



James Nakamura, fleet support mail clerk, NAVSUP FLC Pearl Harbor Regional Mail Center, scans a package prior to delivering it to the USS San Diego (LPD 22).



USS America (LHA-6) mail stored for onload.



Logistics Specialist 3rd Class Holland Brown, left, delivers mail to the USS Pearl Harbor (LSD 52).



**Below:** Logistics Specialist 3rd Class Holland Brown, right, collects mail from Logistics Specialist 2nd Class Melisa Diaz, left, assigned to the USS Pearl Harbor (LSD 52).



Logistics Specialist team prepares to collect mail from the USS Pearl Harbor (LSD 52).



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# Aegis Ashore Romania: The Supply Corps Contribution To A New Mission

By Lt. Cmdr. Richard Tisdale, Aegis Ashore Missile Defense System Romania

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Aegis Ashore Missile Defense System Romania (AAMDSRO) executes the strategic mission of defending NATO allies and U.S. forces against current and emerging ballistic missile threats. AAMDSRO employs the tried and reliable Aegis Weapon system in a shore configuration to conduct ballistic missile intercepts.

The AAMDSRO command and staff element consists of the Commanding Officer, Executive Officer, Senior Enlisted Adviser, Medical Officer, Supply Officer, Administrative Officer, Logistics Specialists, and Hospital Corpsmen. Command and staff element personnel are assigned to AAMDSRO for one-year permanent change of station tours in Deveselu, Romania, and members rotate independently. AAMDSRO watch teams are trained, certified, and deployed overseas from Dam Neck, Virginia.

Three watch teams are required to support 24-hour AAMDS operations, and make up a crew. Nominally there are three crews; organized for efficient manning distribution as Red, White, and Blue crews. However, AAMDSRO watch teams deploy separately on a two-month staggered rotation, and will not deploy as a single three watch team crew. For deployment considerations, there are nine watch teams rotating forward to ensure AAMDSRO is manned by one crew (three watch teams) at any time.

AAMDSRO is located in the rural Romanian town of Deveselu. The base is adjacent to Caracal, a small town where many basic stores and shops can be found. An hour drive away is Craiova, a classic European city and popular weekend destination. The capital Bucharest, a four-hour drive away, is the largest city in the country. Logistics support is flown in by Commander, Task Force 63 into Craiova and Bucharest. You quickly discover that you are stationed in a remote location, and logistics are a challenge. Logistics planning and wait time management are critically important. Registered mail and CASREPs take days of advance planning to ensure delivery to the remote site. And all interactions require some navigation of the local language.

The tour in itself is very much like a department head tour. You have an operations officer, combat systems officer, systems test officer to interface with, as well as facilities concerns. For those who have not completed a Department Head tour, the Senior Department Head

Course is attended en route as part of your training pipeline. You will also attend Aegis Ashore Academy, an eight-week indoctrination period providing a tailored pre-deployment curriculum to include a two-week regional and cultural orientation course.

As my first overseas tour, I have found this experience very rewarding. Direct support to the strategic mission of the defense of Europe is a very different experience than my previous Supply Officer tour. I operate independently as the only Supply Officer in country, and my subject matter expertise and decision making skills are tested daily. I can safely say this is my most challenging and rewarding tour to date. 🌟



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**Left:** AAMDSRO watch team in Romania.



**Above:** Aegis Ashore Missile Defense System Romania (AAMDSRO) command warehouse.

Marines assigned to Fleet Anti-Terrorism Security Team (FAST) and members of EODMU 8 platoon 851 conduct their Final Training Exercise (FTX) as part of a Close Contact Mission Scenario at a mock-up African-style village in Rota, Spain. –photo by Lt. j. g. Seth Wartak



## Navy Contracting –The Language of Fleet Business

By Lt. Stephen Hall, SC, USN, Supply Officer, Explosive Ordnance Disposal Mobile Unit EIGHT

I began serving as the Supply Officer at Explosive Ordnance Disposal Mobile Unit EIGHT (EODMU 8) in October of 2017, and in my first few months I have quickly realized how my previous assignment as a Contracting Officer at the Department of the Navy, Assistant for Administration (DON/AA), prepared me to serve in this capacity. When deciding on that first shore duty opportunity, it's critical for junior officers to reach out to their peers and leaders to better understand the flavor of the Supply Corps' core competencies. Doing so will provide insight as to how that future assignment will not only impact future opportunities, but also contribute to one's level of knowledge – knowledge, that can increase one's effectiveness at that career-critical second operational tour.

I distinctly remember the unofficial junior officer rumor mill favored Operational Logistics (OPLOG), Supply Chain Management (SCM), and Business Financial Management

(BFM), yet dismissed Contracting as unexciting. For me, gaining experience as a warranted contracting officer was exciting because it taught me how to speak the language that both the Navy and industry understand – the language of business transactions. Specifically, because of my contracting experience, I can intelligently speak with contracting personnel about any Performance Work Statement, Quality Assurance Surveillance Plan (QASP), Management and Oversight Procedures for the Acquisition of Services (MOPAS), or Justification & Approval (J&A) that has originated or will originate from my command. I am confidently able to explain the status of the command's requirements within the arduous contracting process to enable my leadership to gain full situational awareness. These abilities may sound like basic requirements of any competent department head, but the depth of understanding that comes with first-hand contracting experience cannot be replaced by studied knowledge or forwarded emails.

In this job, and in the expeditionary Navy at large, contracting skills come into play every day. The Explosive Ordnance Disposal Technicians (EOD techs) and Navy Divers (NDs) here in Rota, Spain, require the same training as those who are stateside, yet the training is often unavailable due to a lack of facilities or services, and travelling stateside is expensive and time consuming. Contracted services are often the solution. In just four months' time, as the N41 Department Head at EODMU 8, I have had the opportunity to write Performance Work Statements for Helicopter Underwater Egress Training, Human Performance Initiative Services (Athletic Training/Physical Therapy), Skydiving Services, and Close Contact Mission Scenario Training. As each of these contracts is awarded, I will become the Contracting Officer's Representative or Technical Point of Contact – another area of contracting I gained significant familiarity with while at DON/AA. As the Supply Officer, command leadership

*...continued on page 28*





Chief Explosive Ordnance Disposal Technician Albert Richard (left) and 2nd Class Explosive Ordnance Disposal Technician Matthew Jordan (right) of EODMU 8, Crisis Response Force Platoon 851, conduct their Final Training Exercise (FTX) as part of a Close Contact Mission Scenario at a mock-up African-style village in Rota, Spain. —photo by Lt. j. g. Seth Wartak

relies on me to know how best to acquire these services. Without my prior contracting experience at DON/AA in Washington D.C., the learning curve would have been very steep, inhibiting my ability to effectively convey EODMU 8's requirements to the contracting offices that serve my command.

My story isn't unique, but is just one example of how gaining acquisition skills as early as possible in one's career is extraordinarily beneficial. I believe that contracting is the foundation for every other Supply Corps core competency. Understanding the connection between industry and government is absolutely critical, and each other core competency finds its roots in contracting. The ability to move people and material throughout a theater (operational logistics) requires an in-depth contract support network, whether for port services, line haul, or fuel. Contracting is essentially a prerequisite to Supply Chain Management (SCM) – officers must be able to effectively explain the needs of the fleet in the proper business language.

When shopping around for your first (or second) shore duty, consider taking a dive into the language of business, the foundation upon which supply chain management relies. I believe the knowledge and experience one can gain from selecting a contracting billet early will provide him or her with an immediate return on investment, and will lay a solid foundation from which to build knowledge through other Supply Corps core competencies. 🌟

## Manchester Fuel Depot Celebrates 75 Years Of Service

By Lt. Cmdr. Scott M. McCarthy, SC, USN  
Director, NAVSUP Fleet Logistics Center  
Puget Sound Fuels Department, Manchester  
Fuel Depot

Nearly 140 former employees, affectionately called “fuelies,” along with local dignitaries and guests from the surrounding community, joined the NAVSUP Fleet Logistics Center Puget Sound Fuels Department staff to celebrate the 75th anniversary of the congressionally recognized Manchester Fuel Depot during a ceremony at Naval Base Kitsap – Manchester.

Manchester Fuel Depot is one of the nation's most critical fuel war reserve sites. The 234-acre Defense Fuel Support Point is located six miles across Puget Sound from the city of Seattle, and has the largest bulk petroleum storage capacity of any single Department of Defense facility in the continental United States. It is a strategic fuel receipt, storage, and distribution hub with a reach that extends throughout the northern Pacific into the Arctic Circle, and beyond the Pacific Rim. Manchester Fuel Depot's mission supports all branches of service, and the terminal is also an alternate source of supply for allied forces and a variety of state and federal agencies operating in the region.

The celebration included a presentation about the future of Manchester Fuel Depot from Deputy Fuels Director Glenn Schmitt, who discussed upcoming plans for the installation including the proposed new tank farm. Combined with existing above ground infrastructure, the military construction project for the replacement of much of Manchester's storage will enable the terminal to store and treat several variants of military specification diesel fuel, lubricating oils, and additives, while adapting to customer demands, adhering to state and federal regulations, and reducing maintenance costs.

“If approved by Congress, the \$200 million multi-phased project will remove 29 of the original underground concrete tanks from service and replace them with six aboveground steel tanks with capacities of 125,000 barrels each,” Schmitt explained.

An investment of this magnitude makes a trip down memory lane worthwhile. NAVSUP FLC Puget Sound Commanding Officer, Capt. Philippe Grandjean, introduced the event's keynote speaker, Bob Cairns, who served as the Deputy Fuels Director from 1985 until 2014. Cairns' remarks engaged the audience and gave a touch of nostalgia through a history lesson with specific examples of the critical support provided by the terminal over the years.

The land where the fuel depot is located was purchased by the War Department in 1898. Cairns informed the audience that “the government paid a mere \$98.55 an acre for a total of 386 acres,” and also noted that the investment was originally intended for an Army Coastal Artillery post. It took more than two decades for the



installation to be transferred to the Navy, becoming Naval Station Manchester. The original parcel of land is currently occupied by Environmental Protection Agency Region 10, National Oceanic and Atmospheric Administration Western Regional Center, and Naval Base Kitsap – Manchester, where Manchester Fuel Depot operates under the command of NAVSUP FLC Puget Sound.

Recognizing that America's involvement in World War II was imminent, President Roosevelt directed his senior military leaders to identify and develop strategic locations to grow America's petroleum reserves. Topography, elevation, and access to a protected, deep-water harbor made Naval Station Manchester an ideal location. In 1939, top engineers and artisans from around the country descended on the tiny community near the base and joined with local skilled laborers to fill the order.

"At the peak of construction, over 2,000 contracted workers toiled to meet aggressive completion deadlines," Cairns stated.

Hillsides were blasted, and dozens of massive concrete tanks were installed into bedrock to ensure they could withstand the impact of the largest ordinance threatening them at the time, a 500-pound Japanese bomb. Tanks were connected with several miles of 2-foot diameter pipeline placed in blast-proof concrete tunnels far beneath the earth's surface. An enormous two-story pump house was positioned to serve as a conduit that would allow fueling by gravity in the event of a prolonged electrical blackout.

One year after the attack on Pearl Harbor had fulfilled the President's prediction and forced America to enter the conflict, a pair of Aleutian Islands were under Japanese control. These islands were quite significant. Though sparsely populated, Attu and Kiska held strategic value as they were needed to secure transport routes in the Northern Pacific. Enemy capture of American soil also momentarily demoralized American forces, and improved Japan's sense of security.

As is still the case today, fuel was a top commodity in World War II. Rear Adm. Thomas Kinkaid was assigned as Commander of the North Pacific Task Force, and early in 1943 he was ordered to retake the Aleutians. The islands' remote location and inhospitable conditions

created a challenge for logisticians, and underway replenishments in the Pacific Northwest became a priority. Patoka Class Replenishment Oiler USS Tippecanoe (AO 21) was selected as a transport vessel for maritime fueling missions. Although the terminal would not be completed for almost a year, Manchester Fuel Depot served as the base of the petroleum logistics chain starting just prior to the Aleutian campaign.

"In December 1942, hoses were run from the pump house and Tippecanoe's cargo tanks were filled with all the Navy Standard Fuel Oil she could hold," said Cairns.

Since its inception in support of the Aleutian campaign, Manchester has provided the nation with strategic support in nearly every major conflict. Three-quarters of a century after Tippecanoe was first fueled at Manchester, the terminal remains at the core of America's petroleum logistics chain. Cairns described how the vast quantities and diversity of products stored have turned the depot into a "fuels insurance policy" for our nation's armed forces.

As an example, he explained that near the end of the Cold War, operational plans reflected the tense situation between the United States and the Soviet Union. During this period, the sole Alaskan refinery under contract with the Defense Logistics Agency experienced a catastrophic fire which halted fuel production. This created a threat to national security as Elmendorf Air Force Base and Fort Richardson relied on the refinery as their source of supply. Manchester Fuel Depot immediately became the primary provider for both bases, and continued with regular deliveries for over a year without impacting their operations.

"We picked up supplying fuel to the two largest bases in Alaska without a hiccup," Cairns noted.

He also discussed Manchester's role in the first Gulf War when Iraq invaded Kuwait, severely impacting America's supply from the Middle East. Manchester was called to provide resupply after the fuel stored in Japan, the Philippines, and Guam had been mobilized for the fight.

*...continued on page 30*

NAVSUP FLC Puget Sound fuels operators respond to a simulated Oil Spill at Manchester Fuel Depot. Washington Department of Ecology evaluates the terminal's capabilities and proficiency with semi-annual spill drills, and fuel depot personnel frequently participate in multi-agency training to assist with spills in the Puget Sound region. —photo by Brian J. Davis

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“The U.S. could have been between a rock and a hard place without enough JP-5 to support the existing war plans and combat operations in Iraq,” he stated.

Quoting Winston Churchill, Cairns closed by asserting what makes the facility so impressive is that “we have done so much with so little.” He described how Manchester’s mission is more than petroleum logistics. As an integral part of the community, environmental stewardship is imperative.

“This facility has environmental treasures that are unequalled on any other installation of its size,” Cairns said. “These treasures have been cared for in such an outstanding manner, that Manchester has been recognized as the winner of the highest Navy Environmental Installation award three times. Very special people working at this very special place made that happen.”

Following the presentations, the event concluded with a cake cutting ceremony. Guests were reminded that some of Manchester’s staff could not be present, and attention was directed to the waterfront. It was there in Yukon Harbor that Tippecanoe had filled her tanks in support of the Aleutian campaign. Seventy five years later it was U.S. Coast Guard Cutter Polar Star (WAGB-10) that was moored to the industrial pier, as fuel operators worked tirelessly to provision the heavy icebreaker for an upcoming mission in the Antarctic.

Regardless of time or circumstance, Manchester Fuel Depot supports the mission above all else. 🌟

**Right:** Receipt and issue pipelines are located in blast proof tunnel systems at Manchester Fuel Depot. —U. S. Navy photo by Corinna O'Donnell



**Above:** Tunnel framework is built and sections of concrete are being poured during the construction of Manchester Underground Pipe Tunnel D. —U. S. Navy file photo.



**Above:** Inside Manchester’s underground 47,000 barrel Concrete Tank; construction is nearly complete.



**Above:** Construction of Manchester Boiler and Pump House Building 12 is nearing completion. —U.S. Navy file photo







**Left:** Manchester Fuels Operators connect hoses to begin fueling a tanker. —U. S. Navy file photo.

**Right:** Construction of Manchester Underground 50,000 barrel Concrete Tank 35 has begun. The tank floor is complete and construction is underway on the first of three layers of the tank wall. —U.S. Navy file photo



**Left:** Construction of Manchester Underground 27,000 barrel Concrete Tank 17 is nearing completion. —U.S. Navy file photo



# Navy Announces Targeted Reentry Program

From Navy Personnel Command Public Affairs



Navy Career Counselor 1st Class Stephanie Biggs talks with Damage Controlman 3rd Class Rodney Tilkins about his TRP options in the career counselor's office aboard the amphibious transport dock ship USS New York (LPD 21). —photo by Mass Communication Specialist 2nd Class Lyle Wilkie

In support of Sailor 2025's goal to retain and reward the Navy's best and brightest, the Navy announced Feb. 27 the Targeted Reentry Program (TRP) and associated program guidelines to expedite reentry into the Navy in NAVADMIN 047/18.

The TRP is designed to benefit both the Sailor and the Navy by allowing a return to service for those who are well trained leaders with valuable and needed skills and will be offered to selected Sailors prior to their departure from the Navy.

The TRP empowers Commanding Officer's (COs) to identify Active Component and Full Time Support officer and enlisted personnel who have elected to leave active duty (AD) service and do not desire to affiliate with the Ready Reserve and recommend them to be awarded a "Golden Ticket" or "Silver Ticket," giving them the option for expedited reentry to AD if they decide to return to the Navy.

"Talent is tough to draw in and even tougher to keep," said Vice Adm. Robert Burke, Chief of Naval Personnel. "Just like corporate businesses are adapting, the Navy must adapt to modern personnel policies as well. These changes are designed to maximize opportunities for command triads to advance their best Sailors while managing community and individual rates' health."

O-3 and O-4 officers and E-4 to E-6 enlisted, who have completed their Minimum Service Requirement (MSR), but not yet reached 14 years of active service are eligible for consideration for TRP. Also, an officer's or enlisted member's community qualifications must be obtained, superior performance annotated in Fitness Reports or Evaluations, and have passed their most recent Physical Fitness Assessment (PFA). Officers who have failed to select for promotion are not eligible. Perspective participants must meet character standards, i.e. no record of civil arrest, NJP, court-martials, failed drug screenings, etc.

The Golden Ticket recipients are guaranteed a quota and an expedited return to AD within one year of release, as long as they remain fully qualified. Silver Ticket recipients are afforded an expedited return to AD within two years of release, subject to the needs of the Navy and that they remain fully qualified. Golden Tickets, if not used within one year, will convert to Silver Tickets for an additional year. Silver Tickets not used within two years of release from AD expire.

Sailors who accept a Golden or Silver Ticket prior to release from active duty will go into a minimum reserve status, known as Standby Reserve - Inactive (USNR-S2) status. In this reserve status, Sailors will have no participation requirement and will not be eligible for promotion or advancement or be eligible for health care, retirement points, Servicemembers Group Life Insurance and other benefits. The Date of Rank of officers and Time in Rate of enlisted TRP participants will be adjusted upon returning to AD. Sailors who return to active duty using TRP will maintain the last rating and paygrade held at the time of separation.

BUPERS-3 is the approving authority for all TRP ticket requests and will make determinations based on overall performance, community health, and needs of the Navy. Once approved for a Golden or Silver Ticket, officer and enlisted personnel will have the option to accept or reject participation in the TRP prior to their release from AD.

Sailor 2025 is comprised of nearly 45 initiatives to improve and modernize personnel management and training systems to more effectively recruit, develop, manage, reward, and retain the force of tomorrow. It is focused on empowering Sailors, updating policies, procedures, and operating systems, and providing the right training at the right time in the right way to ensure Sailors are ready for the Fleet. Sailor 2025 is organized into three main lines of effort, specifically Personnel System Modernization, Ready Relevant Learning and Career Readiness. 🌟



**Flash from the Commander NAVSUP  
and Chief of Supply Corps**

## **U.S. Navy Supply Corps Celebrates 223rd Birthday on Feb. 23rd!**

Two hundred twenty-three years ago, our U.S. Navy Supply Corps was born. One of the oldest staff corps in the Navy, the Supply Corps dates back to February 1795, when President George Washington appointed Tench Francis, a Philadelphia businessman, as the country's first purveyor of public supplies. Francis unified a group of independent pursers under a single organization, which eventually became our Navy Supply Corps. At its inception, the Supply Corps supported the Navy's six frigates. Our duties and responsibilities expanded as the Navy grew, and we remained focused on providing the support to ensure mission success.

In our current environment, we must be prepared to win the fight tonight and be ready for tomorrow. Standing shoulder to shoulder with warfighters in the operational arena, the Supply Corps delivers global logistics support to Navy and joint warfighters. Supply Corps officers are the Navy's premier logisticians, trained and employed in supply chain management, contracting, information technology, financial management, and operational logistics. Focused on the warfighters who depend on us, we continue to refine our processes to better apply resources to improve the quality of the support we provide.

With one third of our Supply Corps officers in operational billets at any given time, we take great pride in our readiness. We ensure we develop the competencies to support the mission, have the character to make ethical decisions, and are prepared to meet the physical, intellectual, and psychological challenges of a combat environment. In short, we are aligned with the National Defense Strategy as trusted team members to deliver the Navy the nation needs in any and all circumstances.

I am truly thankful for each and every member of our diverse Supply Corps team, and I value the unique talent you each bring to the fight. Your professionalism and commitment to Navy and our Nation is unsurpassed.

Join us as we celebrate 223 years of a rich heritage of being "Ready for Sea." Happy Birthday U.S. Navy Supply Corps!

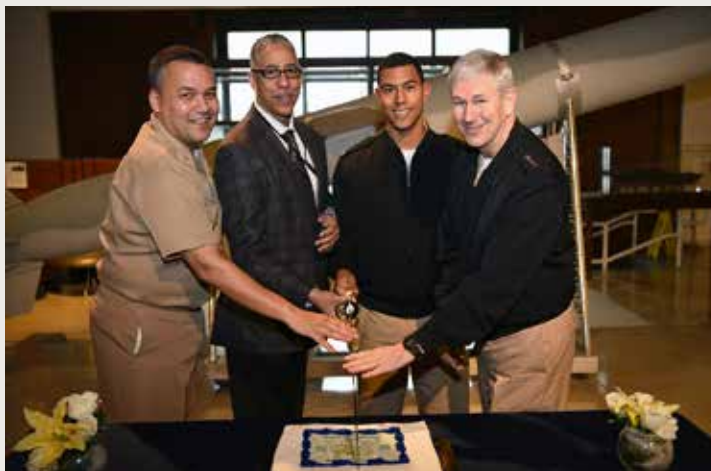
J. A. YUEN  
RADM, SC, USN



The Supply Department aboard USS Bonhomme Richard (LHD 6) celebrated the birthday of the Supply Corps. The youngest Sailor, CSSR Dekorean West, and oldest Sailor, CSC Enrique Holgado, are joined by the Commanding Officer, Capt. L. G. McCullen, and Supply Officer, Cmdr. Keith Capper. —photo by MC3 Cosmo T. Walrath



Commanding Officer, NAVSUP Fleet Logistics Center Sigonella, Capt. Dion English, celebrates the 223rd Supply Corps birthday with members of the supply community stationed in Sigonella, Sicily. The oldest Supply Corps officer in attendance was Gerry Harms, NAVSUP FLC Sigonella Executive Director, and the youngest was Lt. Mitch Fusilier, a member of the command's operations department. —photo by Tia Nichole McMillen



Capt. Eric Oxendine, associate director, Contracts (SEA 02); Alvin Hill, senior procurement analyst, Assistant Secretary of the Navy for Research, Development and Acquisition; Ensign Dereck Mann, Internal Review & Evaluation Division (FMO-4); and Vice Adm. Tom Moore, Commander, Naval Sea Systems Command, prepare to celebrate at the Navy Museum Cold War Gallery on the Washington Navy Yard. —photo by Laura Lakeway

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CAPT. MARK E. SEMMLER 31 years - September 1, 2017	CMDR. JAMES C. STATLER 20 years - May 1, 2017	LT. CMDR. ROGELIO P. VALENCIA, II 20 years - June 1, 2017
CAPT. AARON K. STANLEY 26 years - September 1, 2017	CMDR. CHRISTOPHER C. TECMIRE 22 years - May 1, 2017	LT. CMDR. JARETT B. WOLFE 22 years - June 1, 2017
CAPT. MICHAEL J. STIGLITZ 24 years - September 1, 2017	LT. CMDR. ANJAIL F. BELTON 21 years - July 1, 2017	LT. CMDR. KEVIN T. WRIGHT 20 years - July 1, 2017
CAPT. HARRY T. THETFORD, JR. 29 years September 1, 2017	LT. CMDR. SHAWN A. COLEMAN 20 years - June 1, 2017	LT. GREGORY A. BAUER 20 years - August 1, 2017
CAPT. JOHN H. WINDOM 33 years - September 1, 2017	LT. CMDR. KEVIN T. DAVIS 29 years - May 1, 2017	LT. SHANNON L. DEMPSEY 26 years - August 1, 2017
CMDR. DON N. ALLEN, JR. 28 years - August 1, 2017	LT. CMDR. ALTHEA C. DEWAR 20 years - June 1, 2017	LT. NAREN C. HALDER 20 years - July 1, 2017
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CMDR. KEITH W. JEFFRIES 21 years - May 1, 2017	LT. CMDR. WALTER L. LAPTEW, JR. 25 years - September 1, 2017	CWO4 STEPHEN E. WYRICK 30 years - December 8, 2017



### **Ret. Captain Wilbert Jay Nace, SC, USN**

Retired Capt. Wilbert Jay Nace, SC, USN, 81, passed away on February 15, 2018. Capt. Nace retired in July 1988 after 29 years of active service, while serving at the Defense Construction Supply Center, Columbus, Ohio. He received his bachelor's from Pennsylvania State University and his master's from the Navy Postgraduate School. Duty assignments included Industrial College of the Armed Forces, Washington, D.C.; Office of the Chief of Naval Material, Washington, D.C.; Norfolk Naval Shipyard, Portsmouth, Virginia; Naval Supply Systems Command, Washington, D.C.; USS Sylvania (AFS 2); TRIDENT Systems Project Office, Washington, D.C.; Naval Shipyard, Philadelphia, Pennsylvania; USS Sterett (DLG 31); U.S. Pacific Fleet Polaris Material Office, Bremerton, Washington; USS Proteus (AS 19); USS Krishna (ARL 38); and Naval Ordnance Plant, York, Pennsylvania.

### **Ret. Captain John Burkhardt, Jr., SC, USN,**

Retired Captain John Burkhardt, Jr., SC, USN, passed away at the age of 102. Capt. Burkhardt retired after 30 years of active naval service., while at the Headquarters, Ninth Naval District, Great Lakes, Illinois. He was commissioned an ensign in the U.S. Navy in 1938, transferring to the Supply Corps in 1940. Burkhardt received his bachelor's degree from the U.S. Naval Academy. His duty stations included USS California; USS Wasp; Naval Air Station, Jacksonville, Florida; Staff, Commander Air Force, U.S. Pacific Fleet; Staff, Commander Fleet Air Wing 10; Staff, Commander Aircraft, Philippine Sea Frontier; Aviation Supply Office, Philadelphia, Pennsylvania; Bureau of Supplies and Accounts, Washington, D.C.; Office of the Under Secretary of the Navy, Washington, D.C.; USS Midway; Armed Forces Staff College, Norfolk, Virginia; Naval Supply Facility and Clothing Supply Office, Brooklyn, New York; Staff, U.S. Naval Academy, Annapolis, Maryland; Bureau of Naval Weapons, Washington, D.C.; and National Security Agency, Fort George G. Meade, Maryland.

### **Retired Captain Attilio "Al" Serafini, Jr.**

Retired Captain Attilio "Al" Serafini, Jr., passed away December 8, 2017. He received his bachelor's in business administration from Arizona State University and his MBA from Pepperdine University in 1979. Upon graduating from college, he attended Officer Candidate School in Newport, Rhode Island, and Navy Supply Corps School in Athens, Georgia. Duty assignments included USS Hancock (CVA 19), followed by 32 years in the Naval Reserve, commanding various units and attending the Naval War College.

### **Ret. Captain E. Harry Tempest, SC, USN**

Retired Captain E. Harry Tempest, SC, USN, 82, passed away on November 6, 2017. Capt. Tempest retired in January 1987 while serving at the Defense Logistics Agency, Cameron Station, Alexandria, Virginia. He received his bachelor's from Drexel Institute of Technology and his master's from the Naval Postgraduate School. Duty stations include Staff, Commander Naval Surface Group Western Pacific, Subic Bay, Philippines; Naval Supply Systems Command, Washington, D.C.; USS San Diego (AFS 6); Office of the Joint Chiefs of Staff, Washington, D.C.; Hunters Point Naval Shipyard, San Francisco, California; Staff, Commander Service Force, U.S. Pacific Fleet, Pearl Harbor, Hawaii; Naval Supply Center, Norfolk, Virginia; USS Yancey (AKA 93); Navy Regional Finance Office, Norfolk, Virginia; and USS Northhampton (CLC 1).





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# U.S. Navy Logistics Team Gets Inside Look at Japan's JS Izumo Helicopter Destroyer

By Tina C. Stillions, Director  
Office of Corporate Communications  
NAVSUP Fleet Logistics Center Yokosuka

A logistics team from Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Yokosuka visited the Japan Maritime Self-Defense Force (JMSDF) helicopter destroyer JS Izumo (DDH-183) recently.

NAVSUP FLC Yokosuka leadership had the unique opportunity to tour the ship and view the capability of the largest and most sophisticated destroyer in the JMSDF.

"It was a great privilege to be invited to tour the Izumo and to see first-hand the tremendous logistics capabilities our JMSDF counterparts have established," said NAVSUP FLC Yokosuka Commanding Officer Capt. Jeffery Davis. "I was impressed by the professionalism and pride evident in the crew of this immaculately maintained ship. It was clear that the strong bilateral partnership that exists between our navies is founded on professionalism and mutual respect."

With a displacement of 19,500 tons, the vessel is comparable in size to the U.S. Navy's amphibious assault ship USS Bonhomme Richard (LHD 6) and can accommodate seven anti-submarine and two transportation helicopters in the hangar bay. It has transport capability and can provide replenishments at sea. With a crew of more than 400, Izumo can conduct multiple air operations simultaneously and has the facilities to provide medical support during emergencies scenarios, including a command and control hub for maritime operations during disaster relief missions.

"When I asked them about deployment time in response to humanitarian assistance or disaster relief, I learned Izumo can be ready and underway in two hours," said NAVSUP FLC Yokosuka Director of Operations Cmdr. Mike Schilling. "These relief capabilities, from airlift to medical facilities, along with the full spectrum of logistics capabilities the ship provides to Japan, are astonishing. It was an honor to walk the decks of JS Izumo."

The U.S. Navy supported the government of Japan with humanitarian relief and assistance after the Tohoku 9.0 magnitude earthquake struck, seriously damaging the Fukushima Daiichi Nuclear Power Plant and the surrounding area. During Operation Tomodachi, the U.S. and Japan participated together in one of their largest bi-lateral military operations ever. The two nations continue to work together to strengthen their bi-lateral relationship, especially in response to disasters.

One year after the JS Izumo was commissioned, two earthquakes struck the Kumamoto region of Japan. The ship was able to respond to the disaster with a joint transportation mission that carried more than 160 JMSDF personnel and 40 vehicles from Otaru in the Hokkaido prefecture to Hakata in the Fukuoka prefecture in three days, a trip that normally would have taken five. With ships like JS Izumo, the fast response time guarantees that lives will be saved, especially in a country that is vulnerable to natural disasters. 🌟

## We heard you!

In response to our recent readership survey, changes are coming to the Newsletter. Keep an eye out for a revised retirement section and increased focus on professional content.

We are also going to a spring/summer/fall/winter format that will be a printed four times a year.

In addition to the hardcopy, NAVSUP's Facebook page is going to begin posting links to the PDF version of the current Newsletter. The PDF versions of current and past Newsletters are available on DOD Live at [scnewsltr.dodlive.mil](http://scnewsltr.dodlive.mil) and the NAVSUP public website at [www.navsup.navy.mil](http://www.navsup.navy.mil).

We appreciate your feedback as we continue to improve the Newsletter and are excited to provide you with the best possible content.

**Please send your stories to:**  
**SCNewsletter@navy.mil**





## NAVSUP FLC Pearl Harbor Receives Community Service Award

By Shannon Haney, Office of Corporate  
Communications, NAVSUP FLC Pearl Harbor

Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Pearl Harbor has been named the recipient of the Navy's 2017 Project Good Neighbor Community Service Flagship (Medium Shore) Award.

The Project Good Neighbor Award recognizes the best year-round volunteer-supported program or special project that promotes outreach activities throughout the year to establish and restore hope to the community.

The award is divided into three categories: shore, sea, and overseas. Nominees are separated by command size: under 200, 200-499, and 500 or more personnel. Commander, Navy Region Hawaii announced NAVSUP FLC Pearl Harbor as the regional winner of the award in October, making the command a nominee for the Navy-wide award.

Chief of Naval Operations, Adm. John Richardson announced the eight commands to win the annual Navywide Project Good Neighbor award in several command categories, in December.

"My sincere thanks to all for your continued support of the Navy's Community Service Program," said Richardson. "Please accept my personal Bravo Zulu and thanks to the caring and dedicated Sailors, civilians, and families who selflessly volunteered and contributed in improving the quality of life within your communities."

Forty-one NAVSUP FLC Pearl Harbor members volunteered a total of 116 hours and helped more than 500 people in Hawaii.

From July 2016 through June 2017, NAVSUP FLC Pearl Harbor's civilian and military workforce generously donated their time and financial resources, collected and distributed food to those in need, and provided numerous hours of resume writing and interview skills training to veterans, wounded warriors, and persons with disabilities.

"We strive to improve the quality of life for those in our community," said Sergeant 1st Class Qwentina Rideoutt, community outreach program manager. "We are fortunate that so many of our volunteers have an opportunity to utilize skills they have developed while in the military to benefit our neighbors." ❄️

**Above:** Michele Wong, front-left, Administrative Assistant, NAVSUP FLC Pearl Harbor, discusses veteran's preference with a service member during a "Hiring our Heroes" transition summit at Schofield Barracks. —photo by Shannon Haney

## NAVSUP FLC Norfolk Sailors Brave Icy, Snowy Condition to Load Provisions

By Tom Kreidel, Office of Corporate  
Communications, NAVSUP FLC Norfolk

Two days after Winter Storm Grayson dropped nearly a foot of snow on Naval Station Norfolk, Sailors from Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Norfolk were among the first to return, loading provisions onto USS Vella Gulf (CG 72) before she got underway.

According to NAVSUP FLC Norfolk Logistics Support Officer, Lt. Tam Colbert, the 15-person working party loaded 15 pallets of food into storerooms aboard Vella Gulf.

"We take pride and satisfaction in knowing that the Sailors are taken care of," she added. "They deserve to have three fresh, hot, healthy and delicious meals a day, and we are happy to be able to do our small part in ensuring they are always ready for any tasking coming their way."

She explained that the NAVSUP FLC Norfolk Logistics Support Center provides this service to save ships in the fleet the otherwise numerous man-hours that would be spent striking boxes down to the storerooms.

Colbert added that the biggest challenge operating in winter weather is safety. She said normally there is only a small strip on the pier that gets cleared out and salted as an access lane for emergency vehicles. Often under these conditions the working party doesn't have a large area to stage the pallets to be moved by forklifts and run up a conveyor belt, so the entire evolution has to be accomplished by hand, which increases the time it takes and requires a higher level of operational risk management to avoid injuries.

"What we do here is very important; providing vital provisions that keep underway Sailors fed," Colbert concluded. ❄️



Spring 2018



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# NAVSUP FLC San Diego Celebrates Fifth Consecutive Satisfactory PPMAP Inspection

By Candice Villarreal, Director, Office of Corporate Communications  
NAVSUP FLC San Diego

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**N**AVSUP Fleet Logistics Center (FLC) San Diego received its fifth consecutive “satisfactory” grade on its 2017 Procurement Performance Management Assessment Program (PPMAP) inspection.

Conducted every three years at a minimum, the PPMAP inspection process instills accountability for contracting activities and provides the framework to assess how well those activities manage, control, and continually improve their acquisition processes.

“These inspections reemphasize to the public that the authority we’ve been given is being executed appropriately, with their best interest in mind,” said Director of Contracting Cmdr. Jason Klingenberg. “I think we really knocked it out of the park. After a lot of hard work, due diligence, and a focus on compliance, the results were overwhelmingly positive, with no significant issues.”

Principal assessment factors for PPMAP inspections include organizational leadership, management and internal controls, and regulatory compliance. A grade of “satisfactory” indicates the command shows a commitment to responsible performance; that effective controls are in place to enable proper and efficient execution of the mission; that vulnerabilities to fraud, waste and abuse are negligible; and that the organization demonstrates a systematic approach to adhering to acquisition law, regulation and policy.

This year’s inspection closed with inspectors noting the fewest number of deficiencies for NAVSUP FLC San Diego over any other PPMAP inspection at the command in at least the last 15 years.

“The team performed admirably throughout the PPMAP process,” said Contracting Deputy Director Marcia Cruz.

“Receiving a passing grade on a very tough inspection is inspiring for our team, as it proves we are performing at the highest levels with regard to compliance, processes and management approach. I couldn’t be more proud of the team’s performance and the end result.”

The combined 85-person military and civilian contracting department wrote 9,500 contracts in the latest inspection period alone, to the tune of \$2.5 billion in contract value. The PPMAP inspection team randomly chose 170 of those contracts in areas like fleet support, service contracts, and grants to thoroughly examine and scrutinize over the two-week assessment period.

“Over the last three years, we’ve saved the Navy around \$100 million through competition, competitive source selection, evaluations and reverse auctions,” said Klingenberg. “We drive down costs every chance we get, and we keep a focus on small business.”

Savings are expected to increase again for fiscal year 2018, keeping pace with a trend the team is proud of.

“Fiscal responsibility is a colossal priority for us,” said Commanding Officer Capt. Michelle Morse. “We have a duty to provide the highest quality services and goods to our customers while being judicious with the taxpayer money entrusted to us. It isn’t easy, but the work this team is doing is of great quality, and it’s important. With every contract they write, they’re checking every law and regulation to make sure they’ve got it straight. They impress me every day.”

With about 68 percent of all contracts awarded to small businesses across the Navy’s Southwest region, the acquisition pros not only saved money by making sound procurement decisions for services and supplies, but they did it all while sending a cool \$1.7 billion in business to the local communities.

“One question we keep at the forefront of everything we do as a military command is ‘can we fight?’” said Morse. “The way we fight here at NAVSUP FLC San Diego is by providing vital logistics and acquisition support to our nation’s warfighters. I think the results of this complex inspection answer that million-dollar question with an overwhelming yes, we can.” ☀



Members of the PPMAP team visited NAVSUP FLC San Diego to conduct their assessment.

# NAVSUP FLC San Diego Celebrates MILCON Completion, Dedicates New Fuel Pier

By Candice Villarreal, Director, Office of Corporate Communications,  
NAVSUP FLC San Diego

**N**AVSUP Fleet Logistics Center (FLC) San Diego hosted a ribbon cutting ceremony and dedication for the new Defense Fuel Support Point – Point Loma (DFSP) fuel pier in San Diego.

The dedication marks the completion of Military Construction Project (MILCON) P-1306, an \$84 million renovation awarded in 2013 as part of a series of fuel facilities upgrades aimed at extending facility life expectancy, reducing operating costs, providing increased storage capability and improving overall safety.

“Fuels and warfighter readiness go hand in hand,” said Commanding Officer Capt. Michelle Morse. “This new pier was built to play a pivotal role in the future of our fleet. It is going to keep our Navy and allied forces prepared and equipped to successfully execute training missions and real-life contingencies beyond the next generation of warfighters.”

The NAVSUP FLC San Diego fuels team is charged with providing petroleum, oil, and lubricant logistics support to 86 home ported ships, submarines and transient vessels. It is the cornerstone for providing tactical fuel support to Navy command units homeported or operating in the Southern California Operations Area, supporting the largest concentration of naval forces in the world.

The new, double-decker fuel pier is the first of its kind; developed with evolving environmental and seismic standards in mind and boasting a 75-year minimum service life design.

“MILCON P-1306 was accomplished skillfully through effective working partnerships, with all required inspections and tests performed successfully and documented without impacting ongoing fleet operations,” said Morse.

“There is no doubt this new fuel pier will better protect the environment. It is fully compliant with Marine Terminal Engineering Maintenance Standards, California State Lands Commission regulations, and federal requirements.”

With 17 fueling stations, the 1,100 foot pier is equipped to issue JP-5 jet fuel, diesel fuel (marine), and lubricating oils, while also having the capability to off-load contaminated petroleum products. The more than 44 million pounds of concrete poured during construction permitted a pier stature that will allow for a two-foot increase in ocean levels, support 100,000 dead-weight tons, and accommodate massive mobile cranes and forklifts, while topping vessels off at a transfer rate of about 300,000 gallons per hour.

The finished project was the result of extensive collaboration between NAVSUP FLC San Diego, Naval Facilities Engineering Command,







Defense Logistics Agency Energy, Burns and McDonnell, and NOVA-Schimmick.

“The new pier is a brilliant example of mission accomplishment through genuine team effort,” said Southwest Regional Fuels Officer, Lt. Cmdr. Brian Madden. “Successfully fueling our warfighters is a direct result of a dedicated Navy and contractor team that balanced safety, quality and production; all while ensuring all fuel distribution requirements were met through every phase of construction.”

Military Sealift Command auxiliary dry cargo/ammunition ship USNS Carl Brashear (T-AKE 7) served as a fitting backdrop as it took on more than 600,000 gallons of diesel fuel during the ceremony.

“When you are in the business of providing 400 million gallons of fuel per year, it is absolutely critical to have the most advanced equipment and facilities available,” said Morse. “The Navy and its customers are going to benefit from even safer, more environmentally-conscious fueling evolutions moving forward.” 🌞



Photos from the dedication ceremony of the new Defense Fuel Support Point—Point Loma fuel pier in San Diego, California. Above, Captain Michelle Morse, Commanding Officer, NAVSUP FLC San Diego, provides remarks during the ceremony.



# NAVSUP FLC San Diego Executive Director Retires After 33 Years of Service

By Candice Villarreal, Director, Office of Corporate Communications, NAVSUP FLC San Diego

**N**AVSUP Fleet Logistics Center (FLC) San Diego Executive Director Hortensia “Chachi” Gorman celebrated a 33-year career in government service, during a retirement ceremony.

Gorman assumed her leadership role at NAVSUP FLC San Diego in 2014. As executive director, she provided leadership to more than 850 military and civilian employees across eight sites throughout the Navy’s southwest region. Additionally, as the senior civilian advisor to the commanding officer, she provided professional, technical and resource management advice on all operational matters and policy development affecting the command mission.

“These past 33 years meant having a sense of purpose. This was never just a job; it was service to my country, the Navy, and our military, for which I have the utmost respect and admiration. These 33 years meant empowerment and satisfaction: I was blessed early in my federal career to get involved in projects and hold positions where I could influence change and make a difference. They meant mental stimulation and learning, a clear path to success, wonderful professional relationships and endless possibilities.”

Previously, she served as comptroller for NAVSUP Global Logistics Support, where she was charged with financial management and budget responsibility for the command and its eight fleet logistics centers worldwide.

Gorman’s career led her to serve under 19 commanding officers at four different Navy commands. During that time, she led and participated in numerous financial system implementations, to

include Navy Enterprise Resource Planning, functional transfers, insourcing and outsourcing initiatives, and the creation of new and emerging logistics capabilities overseas. Her leadership in organizational restructuring and workload realignments, in addition to her involvement in Financial Improvement and Audit Readiness initiatives, resulted in significant savings and process improvements.

“I trust her implicitly, especially with anything affecting our most important asset: our people,” said Commanding Officer Capt. Michelle Morse. “She’s been responsible for ensuring we remained responsive to environmental changes, capitalized on market opportunities, ensured the optimum use of our resources, and that we applied innovative solutions to changing requirements and operations. And she made it all look easy.”

A San Diego native and National University graduate, Gorman began her profession with the United States Federal Civil Service in 1985. From there, her career was built on decades of stalwart service and a reputation for excellence, which earned her numerous professional awards and accolades along the way.



**Above:** Chachi Gorman, NAVSUP FLC San Diego Executive Director, retired following 33 years of government service.

“Ms. Gorman’s superior performance of duty highlights the culmination of 33 years of honorable and dedicated service to the nation and the Department of the Navy,” said Morse. “Her efforts have left a lasting legacy and this command, and on all whom have had the absolute pleasure of working alongside her.”

Gorman’s personal awards include a Navy Superior Civilian Service Award, a Navy Meritorious Civilian Service Award, two Assistant Secretary of the

Navy Financial Management Achievement Awards, an Under Secretary of Defense Financial Management Achievement Award, a Meritorious Performance Award from the American Society of Military Comptrollers, and numerous special act, performance, and team awards and commendations.

“It has been a marvelous journey full of challenges, changes, good news, bad news, successes, losses and new beginnings,” said Gorman.

“Throughout this journey in government service, there has been one constant, and that constant is change. I believe in my heart that the federal workforce is one of the most resilient groups in the world. We are tough, we take care of each other, and we prevail.” 🌟



# AROUND THE SCHOOL HOUSE

## Did you know?

Did you know the Navy Supply Corps School (NSCS) has mock-up facilities for 98 Disbursing, and Hazardous Material student training? This environment provides students hands-on learning opportunities and reinforces material taught within the classroom. Further, NSCS partners with the Surface Warfare Officer School's Division Officer, Department Head, and Executive/Commanding Officer courses in a collaborative effort to maximize familiarity with afloat supply equipment to ensure unit readiness.



**Above:** Food Service Instructor, CWO2 Matt Compton, demonstrates proper mess line procedures to students from 1st Battalion, Alpha company, of the Basic Qualification Course.



**Left:** Retail Operations Instructor, LT Gene Krampen, explains ship's store stocking guidelines to students from 1st Battalion, Alpha company, of the Basic Qualification Course.

**Right:** Food Service Instructor, CWO2 Matt Compton, discusses galley inspection requirements with students from the Surface Warfare Officer School (SWOS) Prospective Executive/Commanding Officer Course.



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The Naval Supply Systems Command (NAVSUP) 2017 Sailor of the year is Logistics Specialist First Class (Air Warfare/Surface) Thomas E. Allen II of NAVSUP Fleet Logistics Center (FLC) Norfolk.

Logistics Specialist First Class  
Thomas E. Allen II  
NAVSUP Fleet Logistics Center Norfolk